Grand·Prix

international

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LAFFITE ...THROUGH THE EYES OF A FRIEND

Always a bubbling mixture of fun and seriousness, Jacques Laffite is a personality who doesn't fit into the general pattern of racing drivers. This piece was written by a real 'insider,' Jacques' former racing team mate Jean-Pierre Paoli.

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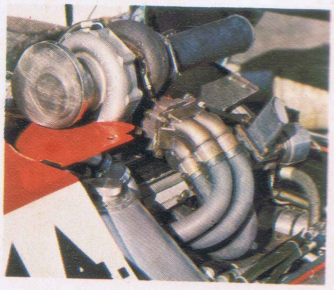

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Jones had a big lead, while Reutemann was pushing Villeneuve. And with Laffite hashing up his start, the Williams team should have walked off with the Spanish GP. Mike Doodson finds out what went wrong in Frank's outfit.

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by Alain Prost... who should have won.

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The technical side of the Spanish GP.

The Formula One magazine is published 10 days after each Grand Prix.

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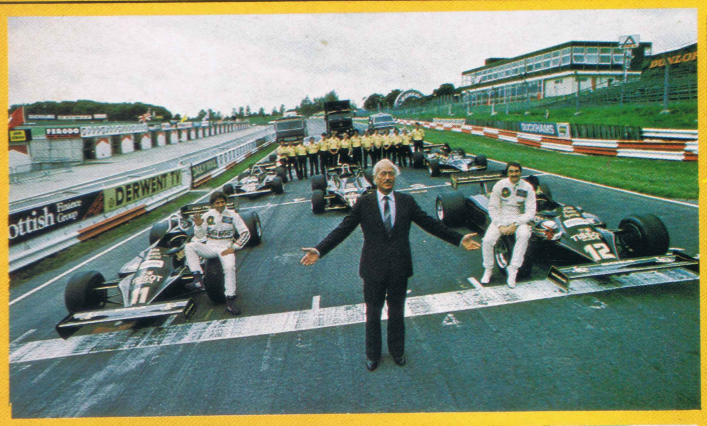
The paddock in Jarama



JPS RETURNS

Recent problems encountered by David Thieme's Essex oil firm have meant that Colin Chapman has had to seek financial support for his Lotus team elsewhere. Fortunately, John Player have stepped into the breach in order to promote their John Player Special cigarettes. The association began in 1972 with a win in the world championship, and ended in 1978 with another world championship win. Since then Martini and then Essex (who remain Lotus sponsors) have supported the Norwich constructor. But now JPS are back, for at least four seasons, for the contract signed by Chapman expires at the end of 1984.

TOLEMAN'S DISAPPOINTMENT

Freelance journalist Bob Constanduros, made an interesting observation about the Toleman team at Jarama: *"for the first time, the Toleman team really seemed to be disappointed not to qualify. At previous races, they were joking and laughing about being three, four or more seconds off the pace. But in Spain, when the cars came close to qualifying, the team's personnel realised that they were finally in with a chance. Warwick proved that by being in amongst the 24 fastest on Friday morning. And when the cars didn't make the grid, there was a lot more disappointment about non-qualifying than there ever had been before, even when they failed to pre-qualify at Monaco. Being competitive is obviously more of a strain than being uncompetitive."*

THE 88 : THREAT OR THREATENED ?

Colin Chapman has now produced a B version of his Lotus 88, the revolutionary twin-chasised car that he introduced at the beginning of the year. On three occasions, the car was deemed illegal. The B version is based on the original car but with some alterations, and the RAC in England has deemed the car legal, so Chapman is intending to run it in the British Grand Prix at Silverstone. But brows are already furrowed: should it be allowed, and what will be the reaction of other teams and FISA? Jean-Marie Balestre had this to say at Jarama: *"let me point out that the appeal court of the FIA is the final judge in motor*

THE VILLOTA AFFAIR

Emilio de Villota naturally wanted to take part in his home Grand Prix, and had fixed up for his own Williams FW 07 to be prepared and brought to Spain by GRID Racing. But on Friday morning, it was still uncertain as to whether he would be able to take part.

The Formula 1 commission of FISA had declared that Villota could be accepted as first reserve and if another competitor withdrew a car from the race before ten in the morning on Friday, June 19, then he could try and qualify for his home Grand Prix.

He almost got to drive, because the local organisers tried to prevent the ATS from taking part in practice. Because of an air strike in England, ATS team manager Roger Heavens was late arriving

in Spain, and late presenting the team's licences and documents for scrutineering. But the car was there, and FISA ruled that just because the documents were late, it was no reason to ban the car from practising. To clarify the situation, FISA sent the following telex to the Real Automovil Club de Espana and the Spanish Federation: *"should the Spanish authorities not abide by the conditions laid down by FISA and the Formula 1 commission as to the participation of Villota in the Spanish Grand Prix, FISA would like to point out that should the Concorde agreement be violated, then the Spanish Grand Prix will not count as a round of the world championship."* That made things final and clear-cut. Villota appealed to a Spanish tribunal, but he was unable to take part in the Grand Prix.

MARCHMEN MAKE CHANGES

One start and eleven DNQs from six Grands Prix was the disappointing pre-Jarama record of the March team in this year's world championship. After failing to get even one of his two cars through pre-qualification at Monte Carlo, team boss John Macdonald made some major decisions in an at-

LATE NEWS: JABOUILLE QUITS, TAMBAY IN

As Grand Prix International went to press, it was announced that Jean-Pierre Jabouille had decided to retire from active motor racing, and he'll take up the position of technical adviser to the Talbot-Ligier team. His seat in the team will be taken by Patrick Tambay, who did not have a contract with the Theodore team.

Not surprisingly, this has been a very difficult decision for Jean-Pierre to take. He's made every effort to get fit again after his terrible accident last year at the Canadian Grand Prix, but it hasn't been with complete success. He's wanted to drive again, yet at the same time, has tried not to be a handicap to the team. Now he's quit, leaving his seat to an able replacement in Patrick Tambay. It must have been a very hard decision to make.

tempt to put the team on a more competitive footing, and to retain the waning enthusiasm of his number one driver, Irishman Derek Daly.

The first and most important decision was to concentrate on one entry, the Guinness/Rizla sponsored number 17 for Daly. Reluctantly, this entailed dispensing with the number 18 car of Chile's Eliseo Salazar (whose talents are well regarded by Macdonald). Fortunately for Salazar, the Ensign team had been let down financially by Argentina's Ricardo Zunino - who had been due to take over the Walsall team's entry previously driven by Marc Surer - and not only did the Ensign appear at Jarama carrying the names of his several Chilean sponsors, but the man from Santiago managed to qualify for 24th and last place on the grid.

There have also been some major changes among the March engineers looking after Daly's

car. Robin Herd, who is a director of March Grand Prix Ltd (a separate company from March Engineering, which makes the production F2 and F3 cars), no longer has a track-side role with the F1 team. Instead, the team had engaged Adrian Reynard to work alongside Daly at the races.

Reynard, who has a small factory where he bulds Formula Ford single-seaters very close to the Bicester premises of both March divisions, is regarded as a talented designer.

The Daly/Reynard association had already produced some positive results during pre-Spain test at Snetterton, and Daly qualified 22nd at Jarama, his first start in a championship race this year.

"It's encouraging to have Adrian working with us," commented Daly, who looked much happier than at the last few races. *"He wants to make a name for himself as an engineer, not as a salesman, and he's always there to talk to when I need him. I think we're going to make a lot more progress now that we've got ourselves on a firm footing again."*

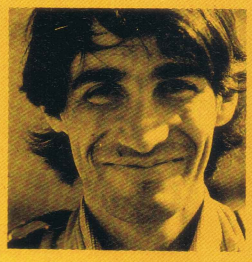
M.G.D.

WOLF TROPHY

The international journalists who make up the jury for the Walter Wolf "all gold" trophy had no doubts about who had shown the most fighting spirit during the Spanish GP. All but one of them voted for Jacques Laffite, whose climb through the field from 11th place on the first lap to second behind Gilles Villeneuve delighted the strongly pro-Laffite crowd of Spanish spectators.

Gilles picked up one vote in Spain, enough to give him a narrow lead (11-10) over Laffite, whose Spanish performance gives him second place. Until Jarama, Jacques had not scored a single Wolf vote!

SELF-SURVIVAL



Grand Prix racing is strange. There have been times during the last few months when it has become laughable, it seems to have been cracking up completely. Chaos has been heaped on chaos and disaster, a final ruction, has seemed inevitable. And yet at that very moment, disaster is averted. The saviour isn't the sporting body that rules it. Formula 1 saves itself, it sticks itself back together again, and there's something very reassuring about that.

Everyone wants it to survive, but on occasions, even those who have some control over its destiny are pessimistic. Yet along comes some special glue that binds it all back together again.

Remember the hassles at Imola: there were strikes, illegal cars, endless discussion... and two days later a tremendous race. Then at Zolder it was even worse: nothing went right. Yet two weeks after that, the Monaco event ran (almost) perfectly. Another superb race with the added bonus of a surprise result and the technical success of a turbo which no-one thought suited to the circuit.

At Jarama, Grand Prix racing proved to be better than ever. Excitement mounted into a superb climax, a breathless finale in which the cars were closer together at the end than they had been at the beginning. Not since the famous Villeneuve-Arnoux duel in the closing laps of the 1979 French Grand Prix had there been such a thrilling race.

The announcement that Goodyear would be back in Grand Prix racing in France provoked further anxiety. Up to now, the tyre front has been calm and hassle-free. But now all the "tyre excuses" are going to be dusted off and revived. A new area of dissention (qualifiers, "good" tyres, and "rubbish" tyres) may well make its presence felt.

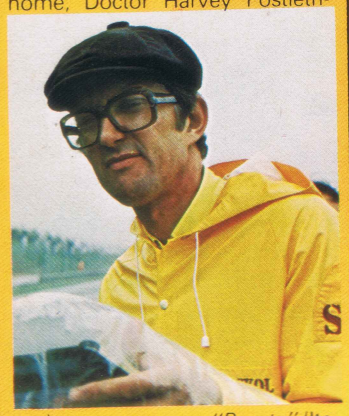
But even if there is a new threat to the sport, the special glue made its appearance on Sunday afternoon, binding together five drivers in a tight bunch for the last 15 laps as they fought for the chequered flag. Fantastic.

Eric BHAT

The paddock in Jarama

POSTLETHWAITE: FERRARI RECRUIT

When he picks up the phone at home, Doctor Harvey Postlethwaite now answers *"Pronto"* (Italian for Hello). For the truth is out at last. The ex-Fittipaldi designer has been signed up by Ferrari and will shortly be swapping his delightful thatched cottage in Berkshire for an apartment in Maranello.



In their self-confessed search for what they call *"a simple, straightforward English-type chassis,"* the Italian engineers have swallowed their pride. They have taken the most logical step, by signing "The Doc," who is known as one of the best - and certainly among the most highly qualified - of the "English school" of chassis men.

Despite the vicissitudes which have afflicted the Fittipaldi team, Postlethwaite has a reassuringly solid record behind him. Now aged 37, he qualified in engineering at Birmingham University and wrote a thesis for his PhD in automobile structures. He then went to Imperial Chemical Industries, where he studied carbon fibre technology when he was not racing his own sports car in British club races.

In 1971 he joined March as a Project Engineer, and although he left the Bicester company early in 1973, it was his work which lay behind the BMW-engined March 732 which French driver Jean-Pierre Jarier raced to that year's European F2 title.

However, the car that established Postlethwaite's reputation was the Hesketh which James Hunt used for his first-ever Grand Prix victory, in 1975. The two fair-haired Englishmen enjoyed a rapport that endured from the ostentatious beginnings of the Hesketh Racing in 1973 (when they were racing a carefully re-engineered March) right through to the technically intriguing Hesketh that was introduced shortly before His Lordship was obliged to close down his racing operation late in 1975.

With its rubber springs and unusually low frontal area, the last of the Hesketh designs appealed so much to struggling entrant Frank Williams that he arranged for his sponsor Walter Wolf to acquire the rights to the car, and persuaded its designer to join forces with them. But without Hunt to drive it, and with Wolf finally losing interest in Williams' projects, the new team lasted for only 12 unhappy months before entrant and sponsor agreed to go their different ways, with results that have since become well known.

At the beginning of 1977, however, it was Wolf and not Williams who was claiming the glory. The Austrian-born oil millionaire had set up an all-new team around the various talents of Postlethwaite as designer, Peter Warr as team manager, and Jody Scheckter as driver. With only a short time in which to have a new car ready, Postlethwaite built the ultra-conventional Wolf WR1. Astonishingly, it won its first race in Argentina and enabled Scheckter to give Niki Lauda a close run to the 1977 world championship.

The Wolf, alas, was to be a one-year wonder, for although Postlethwaite reacted extremely quickly to the Lotus-inspired wing car "revolution" of 1978, Scheckter decided to quit the team after two years and move (profitably, as it turned out) to Ferrari. His replacement, Postlethwaite's old associate James Hunt, quickly lost interest in the new car that was built for him. When Wolf joined Hunt in retirement at the end of the year, the team was unceremoniously amalgamated with Fittipaldi Automotive in a sort of shotgun marriage which has yet to show any genuinely positive results.

Nevertheless, the chassis that Postlethwaite designed for the last Wolf and the current Fittipaldi has been widely admired by rival teams. Built in honeycomb material *("the true progenitor of carbon fibre,"* according to The Doc), it has the double advantages of great strength and remarkable lightness. Circumstances at Fittipaldi have denied Postlethwaite the success which his design possibly deserves, but it seems more than likely that a development of his project will be seen again eventually on a red V6-engined turbocar.

Talking to Postlethwaite, it quickly becomes apparent that he was becoming so disheartened by the recent political infighting that he was considering leaving the sport altogether.

One is tempted to ask him in what way he expects to influence the design of the one element - the chassis - in which Ferrari cars have not always excelled. But Doctor Postlethwaite intervenes. *"Sorry,"* he says, *"I've got to hang up now. My Italian lesson starts in ten minutes..."*

M. Doodson

GIORGIO FRANCIA: FLASHBACK FOUR YEARS

Four years ago at Monza, Giorgio Francia tried to qualify a Brabham-Alfa Romeo for the Italian Grand Prix. But after only a handful of laps, he had to give his car to teammate Hans Stuck whose engine had blown up, and Francia never had another opportunity to try and qualify for his home Grand Prix.

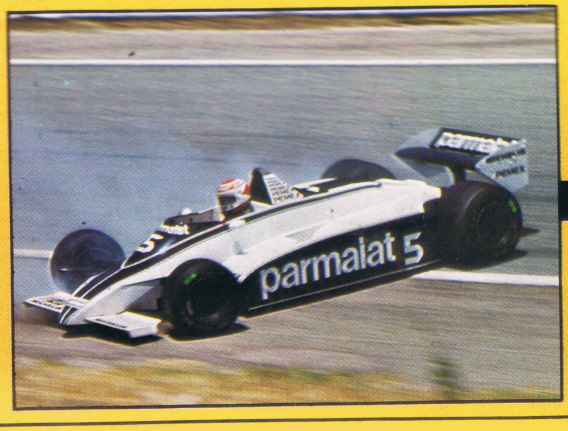
But at Jarama this year, virtually the same thing happened again. Francia was originally going to take the injured Miguel-Angel Guerra's place in the Osella team at Zolder. But he didn't have a super licence, so Ghinzani got the drive instead. At Le Mans the week before the Spanish Grand Prix, Jean-Marie Balestre announced that Francia had been given his super licence, and the 33-year-old Bolognese driver found himself driving for his long-time supporters, Osella.

On Saturday morning, teammate Gabbiani crashed his Osella badly, and in the afternoon, Gabbiani took over Francia's car, leaving the new driver without a ride, just as at Monza four years previously.

Francia is another forgotten driver. He began racing in saloons in 1969 and moved to Formula Italia in 1973, winning the championship, and coming second in Italy's new FF2000 series. He won the Polifac F3 trophy in a March before moving to Formula Two with Osella in 1975. After a number of top six placings in the ungainly car, he ran out of money in 1977, and turned his hand to long distance sports car racing, still with Osella. Amongst his successes was a win in the World Championship for Makes round at Vallelunga last year in a 2-litre Osella sports car.

In 1977, he also raced an Alfa Romeo T33 sports car with some success, but it was the beginning of a relationship with Alfa which still exists today. For while Francia races Osella sports cars, and was a member of the Formula One team at Jarama, much of his time is spent testing Alfa Romeo's Formula One cars at the private Balocco track. Although considered by many to be a sports car driver, Francia has a good deal more single seater experience than some people give him credit for. Those that know Francia were surprised to see him non-qualify, and sad that he was in exactly the same position as he'd been four years previously.

B. Constanduros



LAFFITE'S TON

It's quite an achievement to celebrate one's hundredth Grand Prix, but Jacques Laffite celebrated his "ton" in the best possible way. For the third time at a Spanish Grand Prix, Jacques put his car on pole position.

Out of his hundred Grands Prix, Jacques has won four times, which means a four per cent success rate. But despite a little mascot on his steering wheel before the start of his century event, Jacques failed to increase that success rate by one.

VIVA LAS VEGAS!

As we suggested in our last issue, the 1981 Grand Prix season will come to a close with the final event being held in Las Vegas, replacing the United States East GP at Watkins Glen. This was announced by the executive committee of FISA after a meeting on June 19. However, this currently non-existent circuit has to prove that it's capable of holding a Grand Prix by holding some sort of event before the Grand Prix can take place...

The Executive committee has also decided that there will be three USA GPs next year. The season is due to start in South Africa on January 24, and we should know the rest of the 1982 calendar by the end of this month.

SUPER LICENCES: SEVEN ADDITIONS

The week before the Spanish Grand Prix, FISA announced that seven drivers had been awarded super licences, which now enable them to take part in Grands Prix. The drivers are as follows: Jacques Villeneuve, Giorgio Francia, Rob Wilson, Brett Riley, Thierry Tassin, Roberto Guerrero and Kenny Acheson.

JARAMA: THE LAST TIME?

When journalists went to the Spanish Grand Prix accreditation office in the middle of Madrid to collect their passes, they had to pay 200 pesetas for the little photograph which was then stuck onto the press pass. That was chicken feed in comparison to the sum of five hundred dollars asked of some freelance journalists so that they could work at the circuit. That was a nasty surprise, but there were one or two others.

First of all, to everyone's surprise, the Grand Prix was sponsored by Talbot. The company's flags flew high around the circuit, and the Talbot name was dominant on all press releases. But isn't there a FISA rule prohibiting car constructors from sponsoring Grands Prix? Toyota is still the principal sponsor at Long Beach, but then that arrangement dates from before FISA brought the "no car constructors" rule into effect. But for Talbot to sponsor a Grand Prix in such an obvious way - and you had to be deaf or blind not to notice - was surely a flagrant breach of the rules.

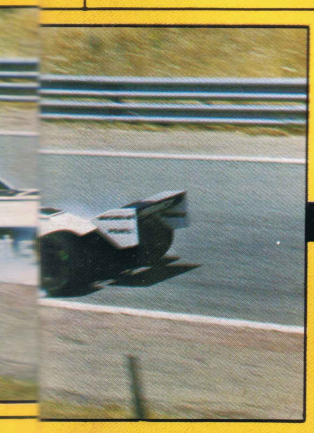
"If Talbot hadn't sponsored the race, it wouldn't have taken place," some people suggested when one made the point that such an arrangement was surely illegal.

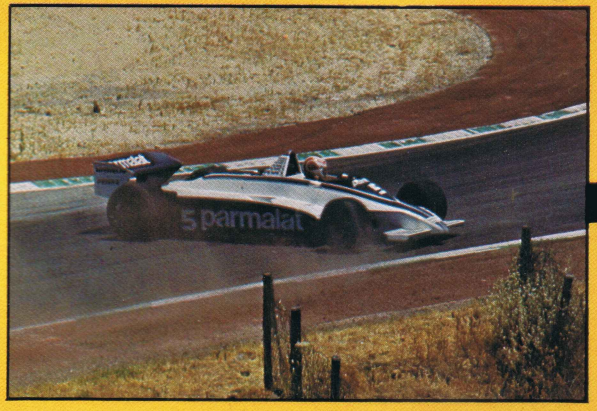
Is this a case of "force majeure", and does it give organisers the right to bypass the rules? To be honest, it's not the first time the sport's rules have been broken. Was it quite deliberate? That's another question. But Jean-Pierre Balestre does not favour the Spanish organisers after what happened there last year. No doubt this year he made a note of all the irregularities in this year's Grand Prix, and they may well be discussed at a later date in the Paris offices of FISA.

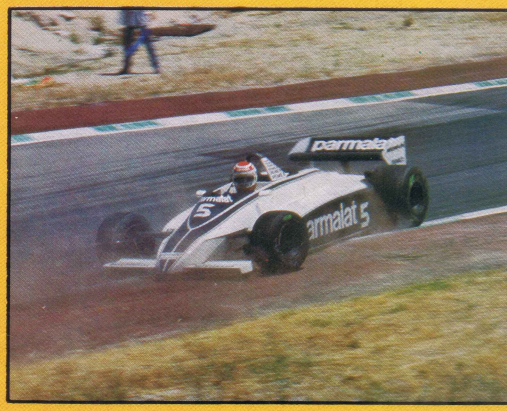
But the Spanish Grand Prix can scarcely be called a model of organisation. It seemed that nothing actually got underway on time. This could well be to Jarama's disadvantage when another circuit is suggested as the scene of the Spanish Grand Prix, or perhaps the event is wiped off the calendar altogether: there are a number of other countries looking for Grand Prix dates who could organise more suitable and efficient events.

PIQUET: FIGURE SKATING

During the final session on Saturday afternoon, Nelson Piquet suddenly lost control of his Brabham BT 49 at the swift downhill Bugatti curve. The car slid round and spun four times, leaving a spectacular series of figure-of-eight tyre marks on the track. Fortunately for Nelson, the car remained on the track despite its speed. Furthermore, it came to rest pointing in the right direction, so Nelson was able to restart immediately.







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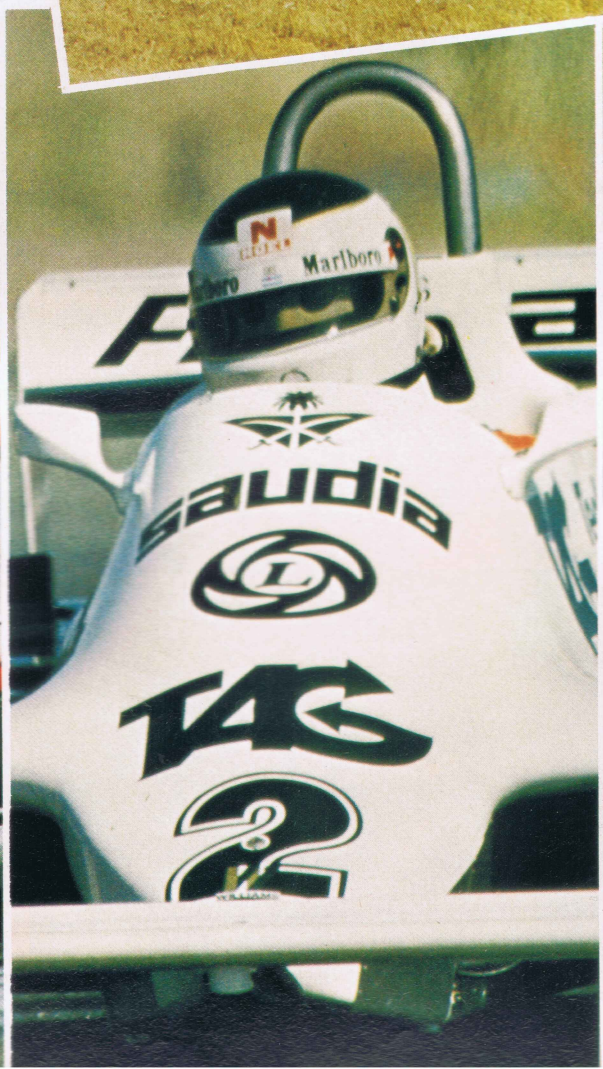
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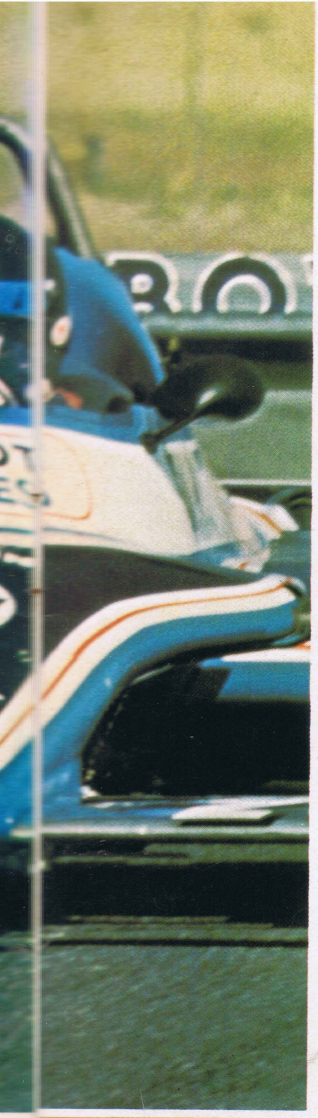
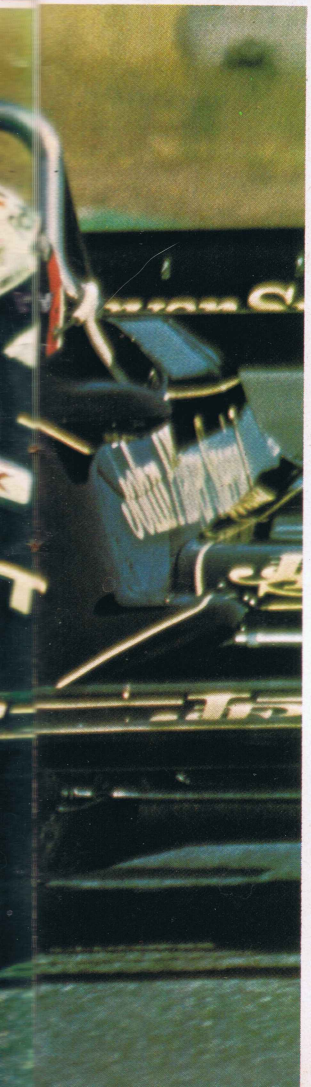
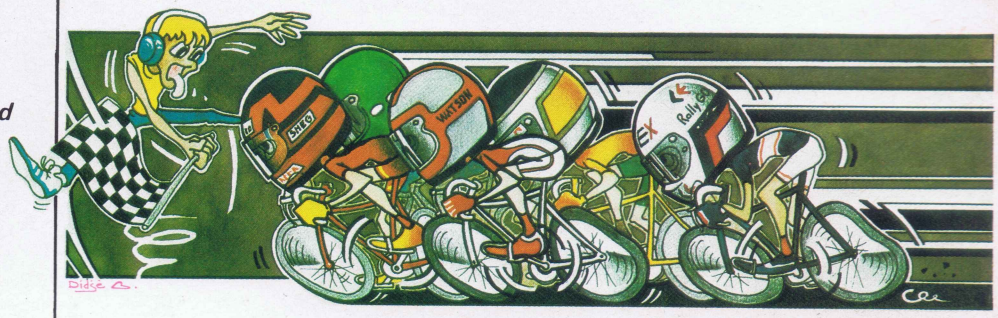




The closest finish for years as the first five are covered by just 1.24s. But it's hard to overtake at Jarama, and the leading positions didn't change

THE GANG OF FIVE

Villeneuve: panicked
Laffite: disappointed
Watson: satisfied
Reutemann: disillusioned
De Angelis: frustrated



Immediately after the Spanish Grand Prix, there was one winner, and four beaten men... but five disappointed drivers. Laffite, Watson, Reutemann and de Angelis may well have been upset to finish so near yet so far from victory, but Gilles Villeneuve's heart missed a beat when his engine cut out on what he thought was his last lap. In fact he'd already crossed the finishing line. But for everyone else, it had been a tremendous race to the flag, and one that will be remembered for years. No doubt most people will forget the fact that in some ways it was a misleading result.

by Eric BHAT

VILLENEUVE: WON AT THE START

Everyone in Grand Prix racing is convinced of Gilles Villeneuve's talent, and has been for some time. *"They're very lucky to have that little fellow in the Ferrari team,"* says Guy Ligier on occasions. Further testament to his talent came from Brabham designer Gordon Murray after the Spanish Grand Prix: *"I walked round the circuit during the race. The Ferrari's handling is awful. I just wonder how Gilles managed to keep the thing on the road, and to keep the others behind him. He drove a fantastic race."*
Gilles himself admitted, *"that my car was particularly hard to drive. I've spoken to Jacques Laffite since the race and we compared notes. In four corners where he was flat, I had to lift off."*
After every practice session, Gilles complained of poor road-holding. In fact it got worse during the race: *"during the last 25 laps, I couldn't even use full revs out of the tighter corners because the wheels would just spin, even in third gear, I had to feed the power in gently. Jacques came up alongside me on a number of occasions because I couldn't put the power down on the road. I was sure he'd overtake me on one side or the other. I was very slow in the corners."*
Gilles may have been slow round the corners, but thanks to the tremendous power from the turbocharged V6 Ferrari engine, he was very quick down the straights. It was just enough to make sure that no one could outbrake him.
Thanks to some wise positioning of the car in the corners, the Ferrari driver managed to hold on to first place through the twistier parts of the circuit, in spite of his car sliding badly. But the nature of the Jarama circuit scarcely allows for passing in more than a very few places.
But even though he resisted the efforts of his pursuers with strength and determination bordering on despair, Gilles

thought for a moment that his efforts had been in vain. *"I thought that I'd lost the race,"* he said in his inimitable French-Canadian accent. *"During the last three laps, the engine would cut out under braking at the end of the straight, and then it would pick up out of the corner. I never saw the chequered flag. My pit showed a board saying one more lap. I was on what I thought was my last lap when the engine cut out altogether before the final corner and I freewheeled into the pits, out of petrol. For a moment, I was really upset. When I saw that Jacques was also heading for the pits, I realised that I'd won."*

So Gilles Villeneuve made it two in a row by taking his second win after Monaco. This time, he was a front runner throughout, but it was a very special victory. He won the Spanish race at the start. He made a perfect start from the fourth row and found himself in third place. *"Yes, it was a very good start. The car's grip was excellent. Then fortunately I was able to pass Carlos at the end of the first lap. If I hadn't got by him then, he would have pulled away. On real terms, I should have finished sixth or seventh in this race."*

It's one thing making a good start, but quite another completing the rest of the race. *"But there were still 80 laps to go. And I was always under pressure with someone behind me throughout. It wasn't easy."* He fought fiercely for his place, trying not to let anyone past. *"You could say that I was lucky to win, and it was mainly due to the start. I've now had two unexpected strokes of luck. But I'm not going to have five or six more. If we're going to win some more races, we have to be more competitive."*

What worries Gilles currently is the car's poor road-holding. *"The engine is fantastic, a real gem, but the chassis is about as good as an Ensign or ATS!"*

Would the ideal mix be a Ferrari engine in the Talbot-Ligier chassis, for the latter appeared most impressive at Jarama? *"Impressive, that's the word,"* smiles Gilles. *"They've certainly found something in that chassis. I think there may be a little Citroen underneath somewhere..."*

LAFFITE: BUT FOR THE START...

The first three in the race were sitting on the rostrum waiting for the King of Spain. All three were too exhausted to stand. Gilles and Jacques were going over the race together. *"If you'd been in front of me, you would have pulled away at the rate of two seconds a lap,"* admitted Gilles.

Jacques knew that perfectly well. That's why he felt bitter, despite his climb back up to an excellent second place, and despite his efforts at the end of the race. If only he had had a decent start. *"You don't find yourself with a winning car every day,"* he said before slipping back into thought.

"The clutch began to engage on the grid," he said later. *"I had to brake in order not to jump the start. And just as I put my foot on the brake, the light turned green. That's what loused up my start. By the time I'd built up the revs again and let the clutch out, there was no way I could still be in front. I was fifth into the first corner, and then Prost had to brake in front of me, I slipped right back to eleventh."*

Was Jacques angry after these two setbacks? *"No, not at all. The car was going really well. I wasn't that far behind the leaders, apart from Jones. I told myself that I was going to pass them all."*

And he all but did so. He began one of his attacking drives for which is well-known. *"But I had lot of trouble overtaking Watson. I was stuck behind him for 39 laps."*

Jacques was frustrated. He would shake his fist at the Ulsterman in the middle of corners. He wanted to show that he was quicker than Watson, he needed to get past.

"I began to get annoyed. I felt that I could catch the others in front." Laffite's chance came as he and Watson came up to lap Jabouille as the second Talbot-Ligier driver was heading for the pits. He quickly caught Reutemann, and this time it was backmarker Salazar who held up the Argentine long enough for Laffite to slip by. Only Villeneuve was in front, and there he remained, to the end. *"The end of the race may have been fantastic to watch, but I wasn't at all happy about it. I just couldn't get past. It was awful to feel so powerless."*

Jacques' Ligier-Matra was without doubt the best car on the track that day. It glided over the bumps in the track which would upset other cars. But Jacques had to settle for second.

WATSON: THE FIRST OF A SERIES

Could Watson have won? He didn't really think so, or rather he didn't feel that he could have overtaken Laffite and Villeneuve during those final laps. *"I wasn't fast enough in the most important parts of the circuit to get myself into a position to pass them,"* he said after the race. *"My only hope was that something would happen between Villeneuve and Laffite, as had happened between Andretti and Piquet earlier in the race. Just once, I thought that I might pick up another place when Gilles slid wide and almost went off the track. I don't know how, but he somehow kept the car going."*

One wonders if John could have kept Laffite behind him for another 30 laps and finished in front of the Ligier, but shortly after half distance, it was decided for him. *"When I came up to lap Jabouille, there was a little bit of team tactics I think. Jabouille went one way and then the other, and I got blocked behind him. I lost Laffite in the mirrors and in a flash he was beside me and through."*

But Watson never really thought he'd win at Jarama. However, he's looking forward to Dijon, and the following races: *"our car is really good in fast corners, and Dijon consists of fast corners. I think I'm going to be competitive there, providing a Ferrari doesn't make another fantastic start."*

REUTEMANN: "A SHOW"

Maybe today Carlos Reutemann is sorry that he started the race relatively slowly. Like many other drivers, he thought the race would be particularly difficult because of the conditions: tyres, cars and drivers would all suffer in the heat. So his pace early on wasn't particularly quick. He was keeping himself in reserve in case he should need to go quicker at the end.

But when the end of the race came, Carlos no longer had much in reserve. Third gear had been giving him trouble since the early stages, and when he got boxed in behind Salazar, he lost two places to Laffite and Watson. *"Third gear kept jumping out, particularly in the places where I could overtake."*

Even so, he was close behind Villeneuve, Laffite and Watson at the end. But he found the race for the flag slow. *"We were only lapping in 1m 21s at the end. That wasn't a race, it was a show,"* he said disappointedly.

DE ANGELIS: FRUSTRATION

At half distance, Elio de Angelis was 20 seconds behind the leader. At the end, he was only a second and a quarter behind. *"I've never been so close to winning, and yet I finished only fifth. I must say that's extremely frustrating!"*

The narrow side pods of the Lotus 87 had almost certainly been partially to blame for his being unable to do more. Only the particularly odd circumstances in Spain allowed him to finished so close behind the leader. But he did his best to get by Reutemann, only it was in vain. □

Villeneuve, Laffite and Watson. Neither Ligier nor Marlboro could find a way past the Ferrari

Reutemann and de Angelis, the tailenders in the queue. The Lotus driver was unable to match the experience of the Williams man

MICHELIN
Marlboro
7
27

saudia
TAG
2

A SPANISH FARCE... ONE YEAR LATER

by Keith BOTSFORD

The Spanish have an art-form all their own which is called the *zarzuela,* full of gay abandon and thick plots. Husbands are caught in pyjamas, unrequited love sings long ditties, villains trip over absurd plots and all is peace and joy at the end. Well, Jarama a year ago was a *zarzuela* and your reporter, by the inspired accident of dropping by the Parmalat motor-home to beg a few slices of *prosciutto,* was cast in the role of prompter, interpreter and illegal interloper within Senor Bernardo Ecclestone's domain while all the fuss and bother was going on. It being a year later, and the FISCA-FOCA waves having settled, a picturesque footnote to motor racing history seemed in order.

By the time I arrived on the scene on that famous Saturday morning, our principal actors had, of course, been hard at it all night. With, I am happy to say, M. Jean-Marie Balestre playing El Cid in his pyjamas at a downtown Madrid hotel. In every good *zarzuela,* there is the disguised villain, in this case the mischief-loving Max Mosley, lithe, carrot-haired, *bon vivant :* a man with his barrister's wig never out of reach. Peace, he kept saying, we must have peace. But those who know the red Max know that he enjoys war far too much to allow anything so dull as peace to prevail. Ah yes, there is also a bath-tub in this opening scene — and two characters who strayed in from an *opera buffa,* the long and short of it, Jean Sage of Renault and the short and slope-nosed Piccinini of Ferrari.

At a late hour in the night, these representatives of the grandees of the sport — not the kit-kar people you understand — were engaged in earnest discussion chez Balestre. Unfortunately, they had caught El Cid at a difficult moment: not when the little slip of a dancer was leaving Charlton Heston's bed, but when M. Balestre, in a state of undress, was about to get into his bath. Never a man to neglect the onerous difficulties of his presidency, M. Balestre joined Sage and Piccinini in his presidential suite: forgetting, alas! to turn off the bath tap. The resulting flood was, I gather, sufficient to drive the Moors out of Spain.

Later that restless night, bathed and refreshed from this *parliamento* with the big boys of the sport, M. Balestre came visiting Max — presumably leaving Messrs Piccinini and Sage to do the mopping up. Still in his pyjamas, M. Balestre had yet another formula which offered peace to the offending dogs of FOCA. And a mighty intermediary — a sort of cardinal of our beloved sport — none other than Signor Buzzi of Marlboro, without which no cars would grace our stage, joined them. It was all to no avail. Our hero would not yield. Max would not yield.

The result of all this all-night high drama was a group of rather weary contestants gathering the Saturday morning after. There was, everyone will remember, an untimed practice. Then came open warfare. One of the more picturesque scenes of this first outbreak of violence was the spectacle of M. Bélien of Zolder fame and, by a peculiar irony, the man who represented track and circuit standards for FISA, being marched off the Jarama circuit by handsomely-armed Spanish police. A while later, of course, M. Bélien — a man not easily dissuaded — was back on the scene in front of the Parmalat motor-home, demanding admission to the councils of war — El Cid being presumably back at his suite sleeping off a difficult night. Bélien appeared with the FISA's estimable house-journalist, M. Gérard Crombac, who announced angrily that M. Bélien had to be admitted to the Ecclestone Palace. Why should I let him in? asked Senor Ecclestone, his glasses glinting in the narrow aperture of the caravan door. Because he is the official FISA observer, replied M. Crombac. Well then, answered Bernardo, let him observe — but from outside.

From this you will have gathered that the scene on stage was a trifle fraught. To account for which, I should perhaps explain that the Brabham motor-home, unlike the vast Marlboro palace where such high-level negotiations usually take place, is rather small. And, by mid-morning, it was positively crowded. Mainly because it was being used as a battlefield by the two Spanish armies whose warring was bringing all the trouble about. On one side, representing the legitimate monarchy (of Spain and, in this instance of Senor Ecclestone) was the Marques de Cubas, a tall, impeccable gentleman who looks exactly as you would expect a Spanish *marques* to look: smooth-skinned, smooth-browed, smooth-haired, very dark and ready, at the drop of a glove, to haul you off to a duel. On the other was a cluster of rather shorter, rather more excitable and certainly more embittered gentlemen who represented the Spanish Federation.

Well, all of these, together with attendant lawyers, translators and the mischievous Max, were occupying a space slightly larger than a telephone booth between the Parmalat refrigerator (whence I was nibbling *prosciutto*) and the Parmalat sink. In the living quarters towards the back were the great Bernardo, myself in the driver's seat, pretending hard I didn't exist, M. Claude Leguezec, who had been fired from FISA and was suing them for wrongful dismissal, and the representatives of the great marques, the same Sage and Piccinini, plus delegates from Osella and Alfa.

The drama, as so often is the case in Spain, hung on a matter of documents. If memory serves, there were two documents being bandied about the caravan and passed from one overheated hand to another. First there was a handwritten document being written, in his best accountant's ball-point hand, by Signor Piccinini. This document set out the peace terms under which Ferrari and its lesser followers (for Piccinini was making it perfectly plain that he wore the purple toga and the others, like Renault, had better just play along) would agree to participate in the race. For without Ferrari, as we all know, no race is legitimate. Jean Sage, as is his wont, looked worried: a genuine wrinklebrow who wanted to see the race take place but didn't see how Renault could go against FISA. Every once in a while, Piccinini would vanish into the exterior heat (by then the caravan was besieged without by a hundred journalists with deadlines, some lesser sponsors, the police, the race organizers *et les curieux,* all of them wondering whether or not there was going to be a grand prix).

When Piccinini had consulted his God in Maranello, he would return, a fixed and determined look upon his face, as though he were ready to cast out the infidel, and get back to the task at hand: hammering out a document which he knew perfectly well FOCA could not accept.

The other document was a peace formula offered by the Spanish federations to the Marques de Cubas. Or by the Marques to the federations. The point of this second document was that if the Marques had signed it, there would have been — well, if not peace, at least a truce. Several times I saw the Marques, cool as ever, dip into a sweaty jacket pocket to take out his pen and sign. Somehow, there was always a last-minute intervention. Now Max, now Bernardo. And it was never signed.

There were, of course, many comings and goings in and out of the wings. Colin Chapman, blustering, angry and excitable, interrupted several times to determine the state of play. But the *dénouement* was as dramatic as one could hope for. The hordes were baying outside, Piccinini had worked himself up through all the registers of an Italian voice to a fine high *castrato,* Jean Sage was in despair, the Marques was holding his ground gallantly, the Federations had stalked out at least three times, time was marching on, the FISAs had gone out for a lap or two, the FOCAs were champing at the bit, then suddenly, the whole carefully-mounted production fell apart. Frank Williams — in *zarzuela* terms a sort of *Deus ex machina.* And this is what Frank said: I don't give a f... what any of these f...rs have to say, I'm going to race and f... them all! Which he did. A race that Alan Jones won and got no credit for. And the opera ends with Senor Ecclestone not so much herding as literally pushing Piccinini out the door. And Max plotting to have Ferraris seized at the frontier. And Balestre, out of his pyjamas, plotting the demise of FOCA. And telexes flying in all directions. And myself with my lips sealed to the deepest secrecy. Which now, a year later, seems totally unnecessary.

The cast of the 1980 Zarzuela at Jarama: El Cid , Senor Bernardo Ecclestone and Max Mosley

GOODYEAR

elf
TAL BOT

EXTRA, EXTRA

QUESTION TIME FOR JABOUILLE

Jacques Laffite's pole position (his third in a Spanish Grand Prix) was a tremendous boost for the French Talbot Gitanes team, but it had an unfortunate side-effect. It showed that Jean-Pierre Jabouille is still off-form: in an identical car to his brother-in-law's, he was two seconds slower and started from 19th slot on the grid.

Clearly, Jabouille is still in trouble. He's fought back to Grands Prix grids with tremendous courage since his accident in Montreal last year, but now he's in more trouble. In Spain, the atmosphere surrounding him was dreadful, and worse still, much of what was being said was behind his back.

All around him the comments were the same. They didn't just come from doubting journalists, but from some of the directors of the conglomerate called the Ligier-Talbot-Matra-Gitanes team. For instance, apparently Jean-Luc Lagardere, the MD of Matra has been considering the problem with an industrialist's eye for output and return. His summary of the situation is that Jabouille should be replaced by a driver who's more capable of doing the job.

Such an attitude may be worth something at face value, and it might even fill certain requirements, but it fails to take two allied points into consideration. Jabouille is not only technically an important asset for the team, but he's also a great psychological help to Laffite.The recent return to form of both car and driver has not been without Jabouille's valuable assistance.

However, the situation obviously has to be clarified, and soon. Jean-Pierre feels that he's making progress, and he'll make more progress given time. He wants to carry on. *"I must be determined to continue to have gone through all I have to get back into a racing car,"* he admits.

Guy Ligier has said that the decision rest entirely with Jabouille. Either he carries on and races, or he quits racing, hangs up his helmet but continues to work for the team. As a former driver, Ligier understands the situation and has shown Jabouille the greatest tolerance since the beginning of the season. But he's under pressure from of his partners in the team, and it is they who could swing the balance.

Jean-Pierre may not say so, but it's easy to imagine just how much pressure is on him to make a decision. And it's not a pleasant position for him to be in, especially when he's trying to win back his self-confidence. *"Everything that's being said, everything that's happened is really annoying me. You can't imagine what it's like. If you want to help, forget everything and leave me alone,"* he told me before the race.

But to ignore Jean-Pierre, to forget him and his current problems, would also be to forget just how much courage he's shown in getting himself back into the cockpit and getting himself fit.

Jabouille's fans were sad before the Spanish Grand Prix, because they're worried that all the hard work he's put into the team is going to be in vain.

E.B.

SLICK TALK

On Monday, June 22, the American firm of Goodyear announced that it would return to Formula 1. The Akron-based firm will supply tyres to two teams, Brabham and Williams, as from the French Grand Prix.
That's the official line. A number of people in Formula 1 suspected that this would happen long before the official announcement. In the Jarama paddock, it was already quite apparent that a number of people knew just what would be announced on Monday.
Michelin reacted quickly to what were still unconfirmed facts. They issued the following press release: *"...In order to honour our contracts and also to allow every team to race normally, we decided to carry out a programme that would ensure that the season started as usual (...) As we have been informed that there will be other tyre companies supplying rubber as from the French Grand Prix, we feel free from our obligation under taken at the beginning of the season, so now we are going to concentrate on a limited number of cars."*
So it seems that the Ferrari, Renault, Talbot and Alfa teams (plus Lotus according to the rumours) will have the pick of Michelin tyres. Should they need them, other teams will be able to buy Michelin if they have nothing else, but they won't receive special attention.
As well as Goodyear, Avon is expected to return at Dijon, and it is said that the Italian Pirelli company is prepared to equip teams other than Toleman, particularly Arrows.
But one questions Goodyear's attitude and the reasons for that company's return to Grand Prix racing. The American company could easily have waited another six months. As it happens, the reappearance of Goodyear could well upset what is a very open championship, and so far, one that has been very stable concerning tyres. What are Goodyear's reasons for reappearing mid-season. Is it because the company wants to prevent Michelin from claiming and exploiting an eventual world championship title?
As Michelin failed to sign Williams as a contracted team, that company has lost its best chance of winning the title. The Clermont Ferrand firm repeatedly claims that its main aim is not to win the world championship but to carry out technical research in Formula 1. Even so, the French firm has been poorly rewarded for its good faith in providing the whole Formula 1 field with tyres since the beginning of the season. So Goodyear is back in Formula 1, but is it a sporting move? It isn't in the spirit of the sport.

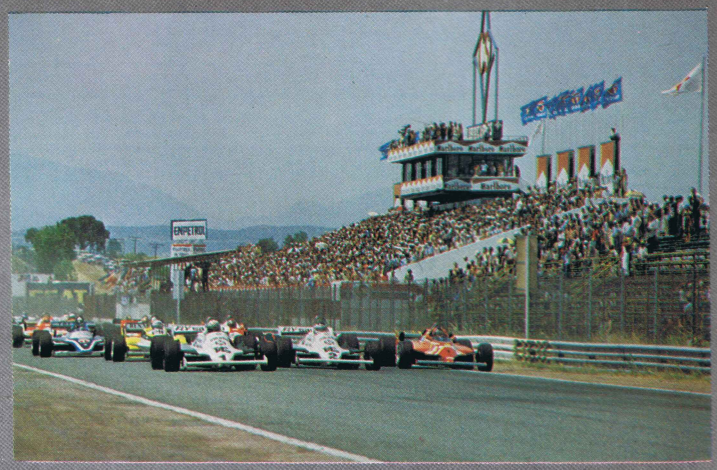
E.B.

BRUNO IN THE HOT SEAT

One of the nicest things about Bruno Giacomelli is that he's the most natural of racing drivers. Ask him about his race and he'll always give you a superb quote. But he must have forgotten that he's driving for the large and respectable Alfa Romeo company when a journalist poked a microphone under his nose after the Spanish Grand Prix. Bruno's reply to the journalist's question was: *"shit, I've got a burnt bum because I've been sitting in petrol!"*
Thanks to a fuel leak from the tank, poor Bruno had been giving his bottom a petrol bath. And it wasn't his only problem during the race. There were more, particularly a bad tendency for the car to understeer, which got worse as the race progressed. *"With the car in that state,"* said Bruno, *"I could scarcely do better."*
This was a real disappointment for Bruno as it was for all Alfa fans. Bruno had set an excellent sixth fastest time in practice, three tenths quicker than teammate Mario Andretti. It was a promising performance, but unfulfilled.
Both drivers were well placed on the grid, but their performances particularly served to show just what problems the team is suffering currently. The times were set in the second session, by which time both drivers had switched from their new 81 model Alfas to their spare 1980 versions. Furthermore, the two cars had been fitted with different side pod wing profiles which added to the confusion in the Alfa pit.
But it seems it is the new chassis itself that is to blame for the car's poor performance. Both drivers obviously preferred the older car, and Bruno proved that it's more competitive in practice, and Mario did the same in the race. What the team has to do now is to analyse what's wrong with the chassis, and solve the problem.

THE FILM OF THE RACE

What a finish ! What a fantastic end to the Spanish Grand Prix. Twenty laps from the end, virtually anything was possible. There were five potential winners in the following order: Villeneuve, Laffite, Watson, Reutemann and de Angelis. There were three reasons why these five drivers were in this order: Laffite had clutch problems on the grid, Villeneuve made a superb start, and Jones spun on the 14th lap when he seemed to have the race in his pocket. But Villeneuve knew just how to keep the rest behind him, and went on to claim his second consecutive win.



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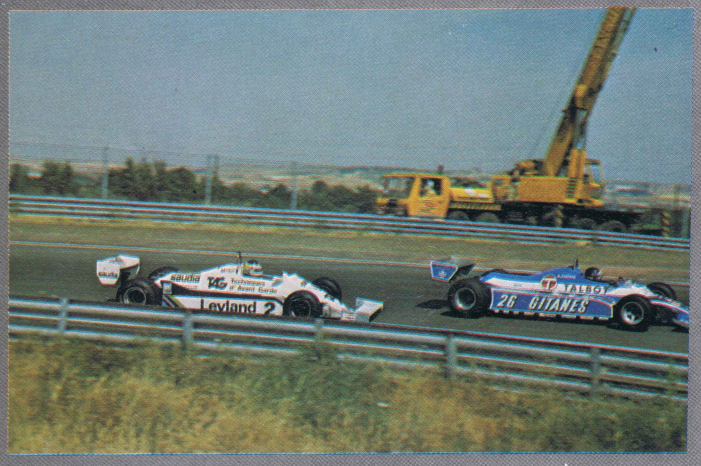
1 - Villeneuve has made a terrific start, Laffite slips back through the field, and the two Williams of Jones and Reutemann take the lead.



4 →

4 - Laffite quickly catches Reutemann, and overtakes him on the 62nd lap to claim second place...

5 →

5 - ...and worry leader Villeneuve for the final laps, but in vain. Behind them, Watson has also passed Reutemann.

PRACTICE

Jacques Laffite's pole position was the surprise of the second official session. The previous evening, it looked as though the Williams would occupy the front row of the grid, for Jones set fastest time in front of Reutemann. But Laffite was a threat, for he'd set third fastest time, almost equalling that of the Argentine.

The next day, when he set a time of 1'13"75 in mid-session, Laffite claimed pole position. Even though the track improved later in the session, as it usually does at Jarama, this was out of Jones's and Reutemann's reach. Try as they might, they failed to beat the Frenchman's time.

John Watson and the MP4 have improved on each outing, and the Ulsterman set an excellent fourth fastest time. Alain Prost had been fourth fastest on Friday, but slipped to fifth on the grid overall. However, he was confident that he would do well, especially as he'd found an optimum set-up during practice.

Giacomelli had also made tremendous progress, for after setting the 15th fastest time on the Friday, he slotted into sixth on the grid. He'd reverted to the older Alfa Romeo, as had teammate Andretti who set eighth fastest time.

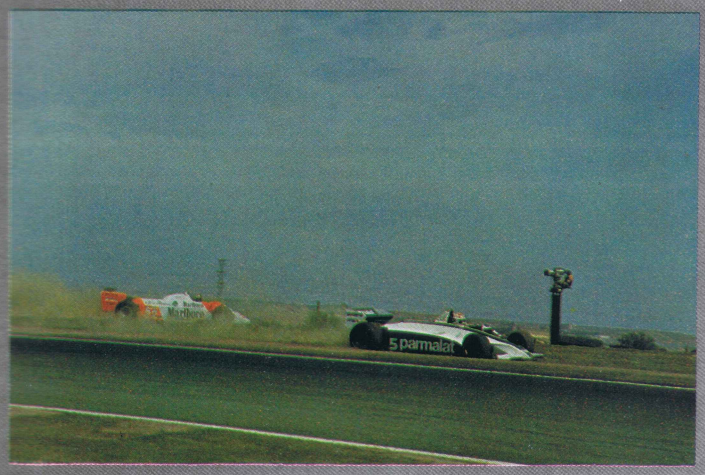
Ferrari's practice was extremely tiresome. Gilles Villeneuve struggled with handling problems, while Pironi's run of bad luck continued. Three turbos broke in the cars that he drove, and finally the clutch broke in the second official session.

Another surprise was finding Piquet way down the grid on Friday, and only ninth after Saturday's session. A small modification on the Brabham apparently hindered rather than helped the Brabhams.

Derek Daly qualified for the first time this year in the Guiness March, and former teammate Salazar was 24th quickest and final qualifier in his new mount, the lone Ensign.

RACE

The first laps of the Spanish Grand Prix gave no hint of the superb battle to come. While Laffite had to brake to avoid jumping the start, Jones shot into the lead and quickly pulled away from the rest. Reutemann was second on the first lap, but Villeneuve made a fantastic start in the Ferrari and quickly overtook the second Williams. To some extent, that stopped anyone else from trying to catch Jones in the lead, and he began to draw away from the second-placed Ferrari at around eight tenths of a second per lap.



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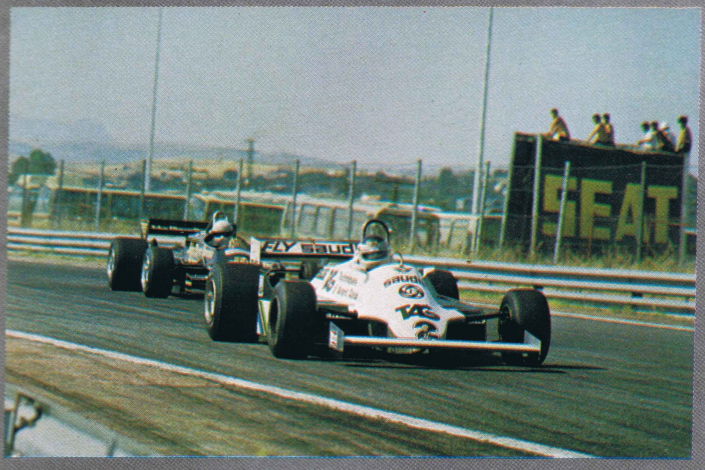
3

2 - It's the 25th lap. Behind Villeneuve, Reutemann and Prost, Piquet tries to take fourth from Andretti, but they tangle...

3 - Laffite was only eleventh on the first lap, but he's climbed through the field in great style. He gets stuck behind third-placed Watson for a long time, but overtakes the Marlboro driver on the 49th lap.



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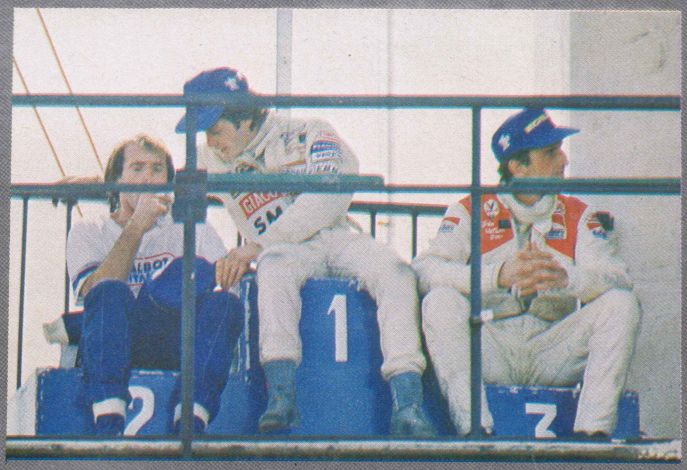

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6 - Reutemann and de Angelis are the final two of the Gang of Five. The Italian tries to overtake Reutemann's troubled Williams, but fails.

7 - Villeneuve, Laffite and Watson take a breather after an exhausting race, while they wait for the King of Spain.

As early as the tenth of the 80 laps, it was just possible that this would be a very boring race, for there was, Jones miles ahead of the rest. Further back, Villeneuve led a closely following Reutemann. And a little further back again, Andretti led a bunch comprised of Prost, Piquet and Watson.

But then events took a turn which was to affect the whole race and result in that fantastic climax. First of all Jones went off the track, which allowed Villeneuve and Reutemann (still a length or two apart) into the lead. Behind them, the next bunch was enlivened by the addition of Laffite who was slowly catching up again. Prost, meanwhile, despite a damaged front wing, had overtaken Andretti and was beginning to catch the leading duo.

On the 25th lap, Piquet tried to overtake Andretti on the inside of the first corner and the two cars tangled, both going off into the sand. So Watson and Laffite became fourth and fifth in front of de Angelis in sixth. All three moved up a place when Prost locked up his brakes because of a lack of frontal downforce and went off into the sand and was unable to restart. Laffite was putting so much pressure on Watson that little by little, they began to catch the leading duo.

Despite a number a vain attempts to pass the Ulsterman, the French Ligier driver had to wait until the 49th lap before he could pass the MaLaren. Even then it was partially thanks to teammate Jabouille whom the two of them were lapping that he got past at all. Laffite and the ever-present Watson soon caught Reuteman, and at the end of the 62cnd lap, the Williams driver found himself boxed in behind backmarker Salazar and both Laffite and Watson were past in a flash. It took only another two laps for Laffite to catch Villeneuve, for the French Canadian's Ferrari was very slow around the corners. But then again, it was extremely quick on the straight bits, and every subsequent move by Laffite to overtake was thwarted. The Ligier pulled almost level with the Ferrari on a couple of occasions, but it was never enough. And Laffite still had Watson in his mirrors, and the Ulsterman had Reuteman right behind, although fortunately for the MaLaren driver, the Argentine had been deprived of third gear early in the race and was in no position to try and overtake. De Angelis, who had been a full 20 seconds behind earlier on, latched onto the end of the group and played his part, but never improved his position. And that's the way they finished, a mere 1.24s covering the five of them. □

Jarama statistics

SPANISH GRAND PRIX

Date : June 21, 1981
Circuit length : 2.056 miles
Race distance : 80 laps, 169.211 miles
Conditions : sunny and very hot
Attendance : 25.000 spectators

THE RECORD

(last five races)
1976 : HUNT (Ferrari)
1977 : ANDRETTI (Lotus Ford)
1978 : ANDRETTI (Lotus Ford)
1979 : DEPAILLER (Ligier)
1980 : JONES (Williams) non-championship

STARTING GRID

JONES
Williams FW07/8
1'14"024

WATSON
Marlboro McLaren
1'14"657 MP4

GIACOMELLI
Alfa Romeo 179
1'14"897

ANDRETTI
Alfa 179
1'15"159

DE ANGELIS
Lotus 87
1'15"399

PATRESE
Arrows A3
1'15"627

DE CESARIS
Marlboro MP4
1'15"850

TAMBAY
Theodore TY 02
1'16"355

REBAQUE
Brabham BT 49C
1'16"527

CHEEVER
Tyrrell 010
1'16"641

DALY
March 811
1'16"979

SALAZAR
Ensign N 180B
1'17"822

LAFFITE
Talbot Ligier JS17
1'13"754

REUTEMANN
Williams FW07/B
1'14"342

PROST
Renault RE30
1'14"669

VILLENEUVE
Ferrari 126/01
1'14"987

PIQUET
Brabham BT 49C
1'15"355

MANSELL
Lotus 87
1'15"562

PIRONI
Ferrari 126/C
1'15"715

ROSBERG
Fittipaldi F8C
1'15"924

ARNOUX
Renault RE30
1'16"406

JABOUILLE
Talbot Ligier JS17
1'16"559

SERRA
Fittipaldi F8C
1'16"782

STOHR
Arrows A3
1'17"294

Non-qualified :

ALBORETO (Tyrrell 010) 1'17"94
GABBIANI (Osella FA1) 1'18"16
BORGUDD (ATS D6) 1'18"26
HENTON (Toleman) 1'18"34
WARWICK (Toleman) 1'18"87
FRANCIA (Osella) 1'19"58

TIMES IN UNOFFICIAL PRACTICE

FRIDAY MORNING		SATURDAY MORNING		SUNDAY MORNING	
Reutemann	1'14"978	Jones	1'14"727	Laffite	1'16"313
Laffite	1'15"329	De Angelis	1'14"964	Jones	1'16"418
Patrese	1'15"629	Laffite	1'15"254	Prost	1'16"498
Prost	1'15"738	Prost	1'15"287	Reutemann	1'16"545
Watson	1'15"812	Mansell	1'15"650	Piquet	1'17"148
Andretti	1'16"023	Villeneuve	1'15"719	De Angelis	1'17"160
Pironi	1'16"370	Watson	1'15"772	Villeneuve	1'17"369
Piquet	1'16"389	Piquet	1'15"902	Pironi	1'17"481
De Angelis	1'16"402	Arnoux	1'16"020	Mansell	1'17"631
Jones	1'16"964	De Cesaris	1'16"057	Arnoux	1'17"937
Jabouille	1'17"075	Andretti	1'16"130	De Cesaris	1'17"957
Giacomelli	1'17"131	Pironi	1'16"213	Giacomelli	1'18"085
Rosberg	1'17"179	Rosberg	1'16"333	Watson	1'18"209
Mansell	1'17"488	Patrese	1'16"422	Andretti	1'18"379
De Cesaris	1'17"520	Reutemann	1'16"622	Patrese	1'18"431
Arnoux	1'17"601	Giacomelli	1'16"834	Rebaque	1'18"610
Rebaque	1'17"771	Rebaque	1'16"900	Rosberg	1'19"192
Daly	1'17"986	Tambay	1'17"357	Cheever	1'19"423
Villeneuve	1'18"103	Daly	1'17"415	Tambay	1'19"553
Gabbiani	1'18"429	Serra	1'17"501	Serra	1'19"655
Warwick	1'18"574	Jabouille	1'17"553	Stohr	1'20"139
Tambay	1'18"654	Stohr	1'17"896	Daly	1'20"634
Stohr	1'18"691	Cheever	1'17"959	Salazar	1'21"230
Serra	1'19"235	Salazar	1'18"299	Jabouille	1'21"241
Cheever	1'19"959	Borgudd	1'18"440		
Salazar	1'20"086	Alboreto	1'18"591		
Francia	1'20"202	Francia	1'18"783		
Alboreto	1'20"229	Henton	1'20"158		
Henton	1'23"416	Gabbiani	1'51"771		
		Warwick	26'39"891		

CONSTRUCTORS CUP

1. Williams 61 pts - **2.** Ferrari 26 pts - **3.** Brabham 25 pts - **4.** Talbot Ligier 17 pts - **5.** Lotus 12 pts - **6.** Arrows 10 pts - **7.** Tyrrell 9 pts - **8.** Renault 6 pts - **9.** McLaren 5 pts - **10.** Ensign 4 pts - **11.** Alfa 3 pts - **12.** Theodore 1 pt.

THEIR FASTEST RACE LAPS

	Time	Lap n°
Villeneuve	1'18"43	6
Laffite	1'18"50	9
Watson	1'18"95	48
Reutemann	1'18"47	6
De Angelis	1'18"72	65
Mansell	1'19"00	18
Jones	1'17"81	5
Andretti	1'19"07	5
Arnoux	1'19"56	38
Giacomelli	1'19"58	6
Serra	1'20"09	61
Rosberg	1'20"01	5
Tambay	1'18"22	21
Salazar	1'22"20	66
Pironi	1'18"69	4
Daly	1'20"11	8
Cheever	1'20"02	44
Jabouille	1'19"43	25
Rebaque	1'19"76	17
Piquet	1'18"92	5
Stohr	1'20"68	38
Prost	1'18"81	24
Patrese	1'19"39	9
De Cesaris	1'19"95	9

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
Laffite	1'14"822	**1'13"754**
Jones	1'14"424	**1'14"024**
Reutemann	1'14"808	**1'14"342**
Watson	1'15"094	**1'14"657**
Prost	1'14"980	**1'14"669**
Giacomelli	1'16"807	**1'14"897**
Villeneuve	1'16"548	**1'14"987**
Andretti	1'15"576	**1'15"159**
Piquet	1'16"861	**1'15"355**
De Angelis	**1'15"399**	1'15"499
Mansell	1'16"226	**1'15"562**
Patrese	1'16"038	**1'15"627**
Pironi	1'16"522	**1'15"715**
De Cesaris	1'16"119	**1'15"850**
Rosberg	1'16"040	**1'15"924**
Tambay	1'17"347	**1'16"355**
Arnoux	1'17"132	**1'16"406**
Rebaque	1'16"722	**1'16"527**
Jabouille	**1'16"559**	1'16"794
Cheever	1'17"459	**1'16"641**
Serra	1'18"705	**1'16"782**
Daly	1'17"416	**1'16"979**
Stohr	1'18"331	**1'17"294**
Salazar	1'18"769	**1'17"822**

PROVISIONAL WORLD CHAMPIONSHIP POSITIONS

Position/Driver	Long Beach	Brazil	Argentina	San Marino	Belgium	Monaco	Spain	TOTAL
1. Reutemann	6	9	6	4	9	—	3	37
2. Jones	9	6	3	—	—	6	—	24
3. Piquet	4	—	9	9	—	—	—	22
4. Villeneuve	—	—	—	—	3	9	9	21
5. Laffite	—	1	—	—	6	4	6	17
6. Patrese	—	4	—	6	—	—	—	10
7. De Angelis	—	2	1	—	2	—	2	7
8. Cheever	2	—	—	—	1	2	—	5
Pironi	—	—	—	2	—	3	—	5
Mansell	—	—	—	—	4	—	1	5
11. Prost	—	—	4	—	—	—	—	4
Surer	—	3	—	—	—	1	—	4
Watson	—	—	—	—	—	—	4	4
14. Andretti	3	—	—	—	—	—	—	3
Rebaque	—	—	—	3	—	—	—	3
16. Arnoux	—	—	2	—	—	—	—	2
17. De Cesaris	—	—	—	1	—	—	—	1
Tambay	1	—	—	—	—	—	—	1

RESULTS

1. VILLENEUVE	Ferrari 126 C	80 laps in 1h46'35"01, 92.681 mph
2. LAFFITE	Talbot Ligier JS17	0"21 behind
3. WATSON	Marlboro MP4	0"57 behind
4. REUTEMANN	Williams FW 07/B	1"00 behind
5. DE ANGELIS	Lotus 87	1"24 behind
6. MANSELL	Lotus 87	28"57 behind
7. JONES	Williams FW 07/B	56"57 behind
8. ANDRETTI	Alfa Romeo 179	1'00"79 behind
9. ARNOUX	Renault RE 30	1'07"07 behind
10. GIACOMELLI	Alfa Romeo 179	1'13"64 behind
11. SERRA	Fittipaldi F8C	one lap behind
12. ROSBERG	Fittipaldi F8C	two laps behind
13. TAMBAY	Theodore TY02	two laps behind
14. SALAZAR	Ensign N180	three laps behind
15. PIRONI	Ferrari 126C	four laps behind
16. DALY	March 811	five laps behind

Fastest lap : Jones, 1'17"818, 95.207 mph

WIN

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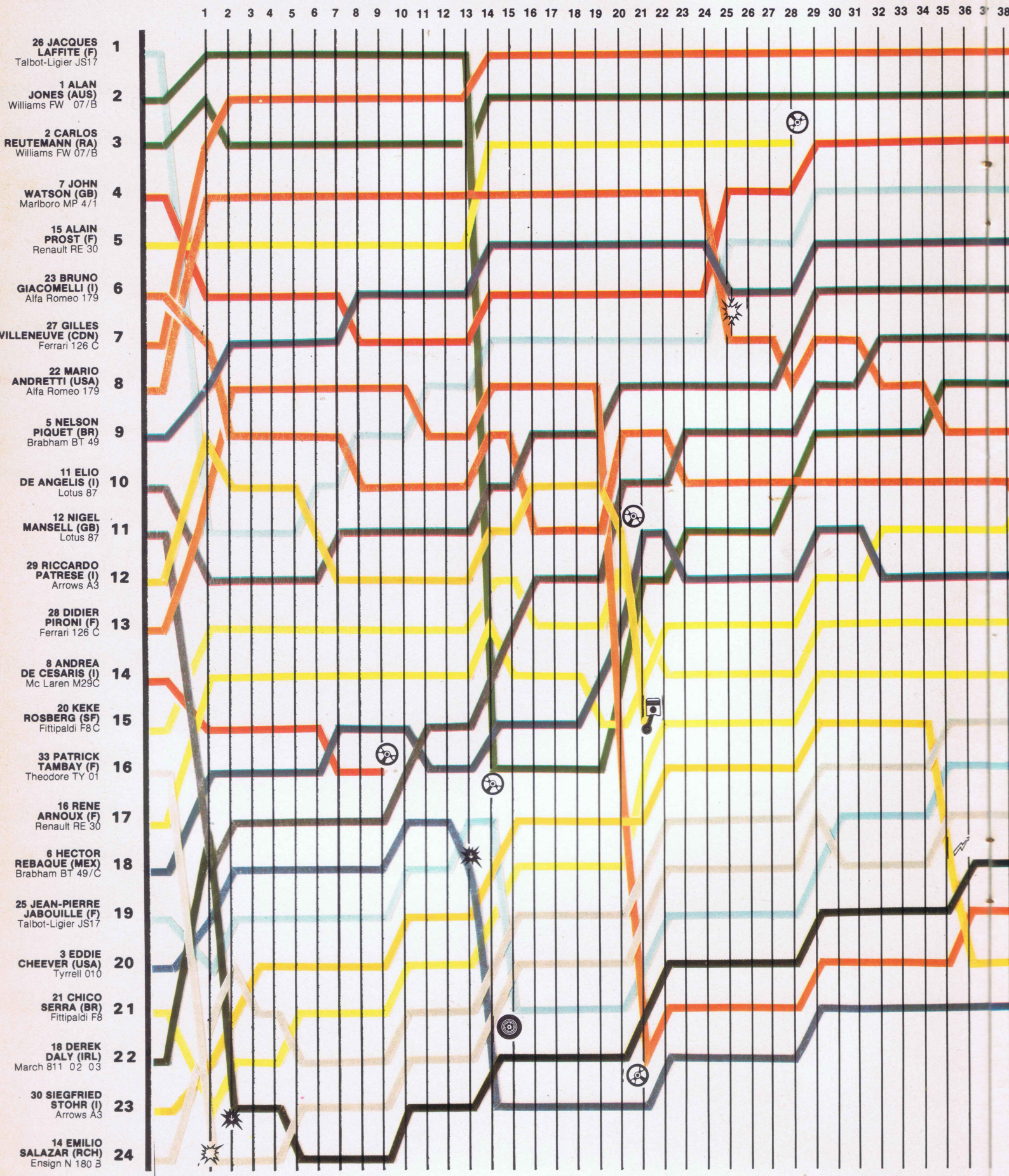
Lap by lap - Giro per giro - Runde um Runde


1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 38
26 JACQUES LAFFITE (F) Talbot-Ligier JS17 1
1 ALAN JONES (AUS) Williams FW 07/B 2
2 CARLOS REUTEMANN (RA) Williams FW 07/B 3
7 JOHN WATSON (GB) Marlboro MP 4/1 4
15 ALAIN PROST (F) Renault RE 30 5
23 BRUNO GIACOMELLI (I) Alfa Romeo 179 6
27 GILLES VILLENEUVE (CDN) Ferrari 126 C 7
22 MARIO ANDRETTI (USA) Alfa Romeo 179 8
5 NELSON PIQUET (BR) Brabham BT 49 9
11 ELIO DE ANGELIS (I) Lotus 87 10
12 NIGEL MANSELL (GB) Lotus 87 11
29 RICCARDO PATRESE (I) Arrows A3 12
28 DIDIER PIRONI (F) Ferrari 126 C 13
8 ANDREA DE CESARIS (I) Mc Laren M29C 14
20 KEKE ROSBERG (SF) Fittipaldi F8C 15
33 PATRICK TAMBAY (F) Theodore TY 01 16
16 RENE ARNOUX (F) Renault RE 30 17
6 HECTOR REBAQUE (MEX) Brabham BT 49/C 18
25 JEAN-PIERRE JABOUILLE (F) Talbot-Ligier JS17 19
3 EDDIE CHEEVER (USA) Tyrrell 010 20
21 CHICO SERRA (BR) Fittipaldi F8 21
18 DEREK DALY (IRL) March 811 02 03 22
30 SIEGFRIED STOHR (I) Arrows A3 23
14 EMILIO SALAZAR (RCH) Ensign N 180 B 24

Giro per giro - Runde um Runde - Tour par t

nde - Tour par tour - Vuelta a vuelta - Ronde

36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

PIT STOPS AND RETIREMENTS

Tambay : changed front wing, first lap.
Daly : stopped on 2cnd and 5th laps, throttle linkage.
De Cesaris : accident, 10th lap.
Cheever : replaced broken accelerator pedal, 13th lap.
Jabouille : changed tyres, 14th lap, retired 51 st lap, brakes.
Pironi : stopped 20th lap, changed front wing and unjammed accelerator.
Patrese : retired 21st lap, engine.
Prost : accident, 29th lap.
Stohr : stopped 35th lap, retired 43rd lap, engine.
Piquet : accident, 44th lap.
Rebaque : retired 45th lap, gearbox.

r tour - Vuelta a vuelta - Ronde na ronde - L

...m Runde - Tour par tour - Vuelta a vuelta - ...

29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75

PIT STOPS AND RETIREMENTS

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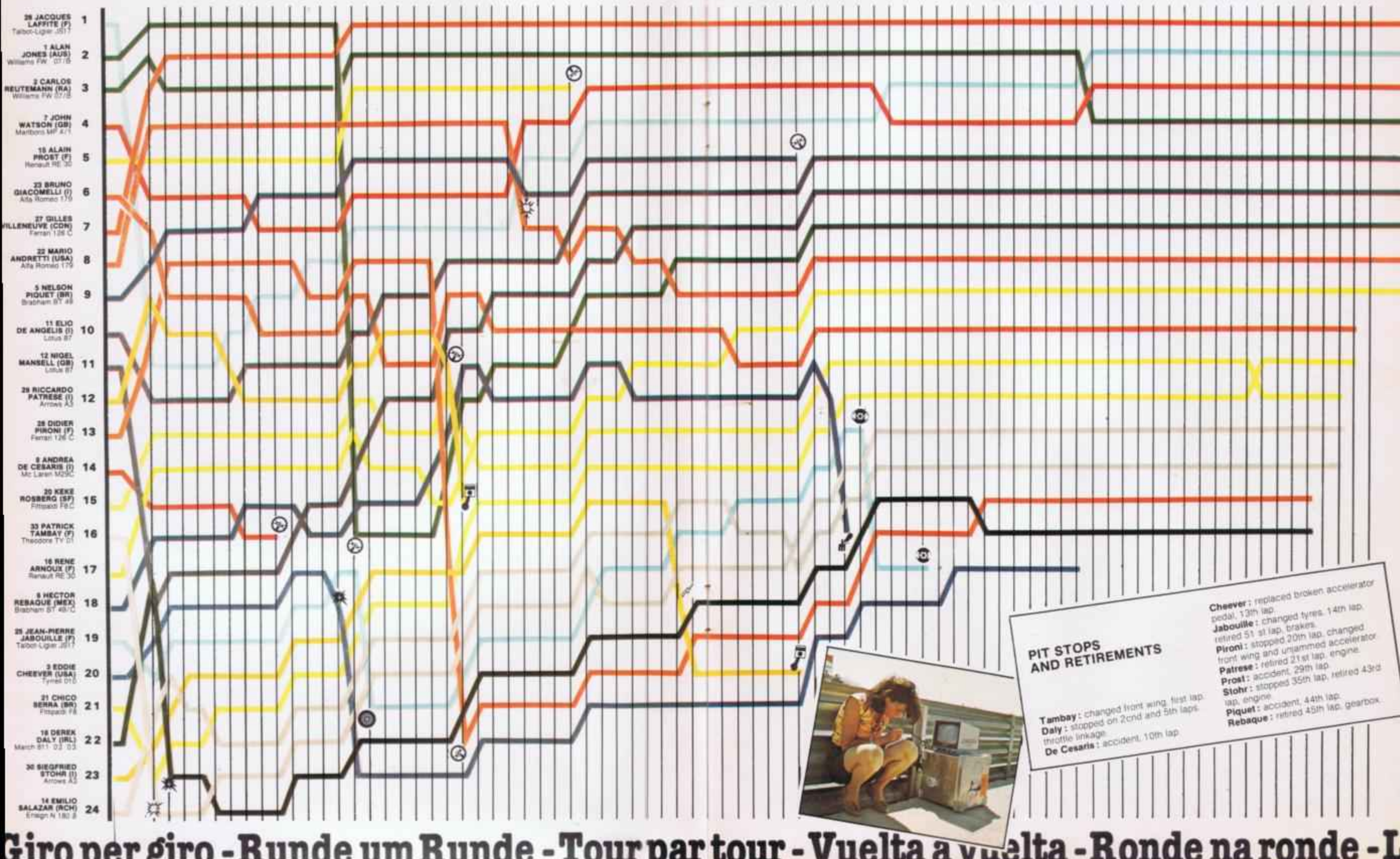
Cheever : replaced b... pedal, 13th lap.
Jabouille : changed ... retired 51 st lap, bra...
Pironi : stopped 20t... front wing and unja...
Patrese : retired 21...
Prost : accident, 2...
Stohr : stopped 3... lap, engine.
Piquet : accident...
Rebaque : retire...

...our par tour - Vuelta a vuelta - Ronde na ro...

Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Vuelta a vuelta - Ronde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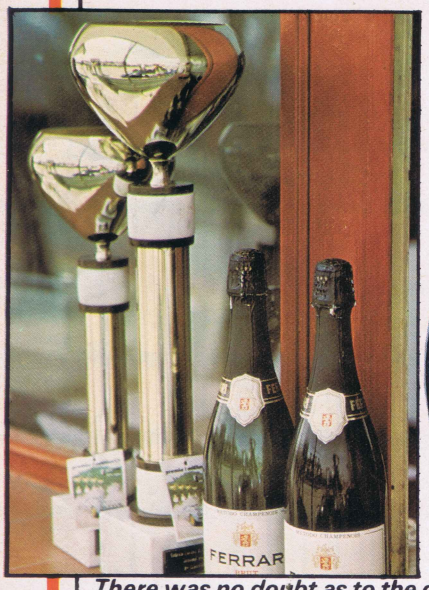
Giro per giro - Runde um Runde - Tour par tour - Vuelta a vuelta - Ronde na ronde - L

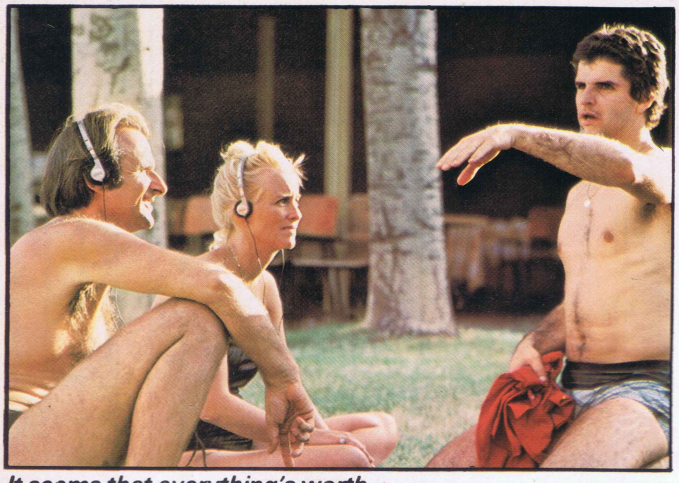
Postcard from Jarama

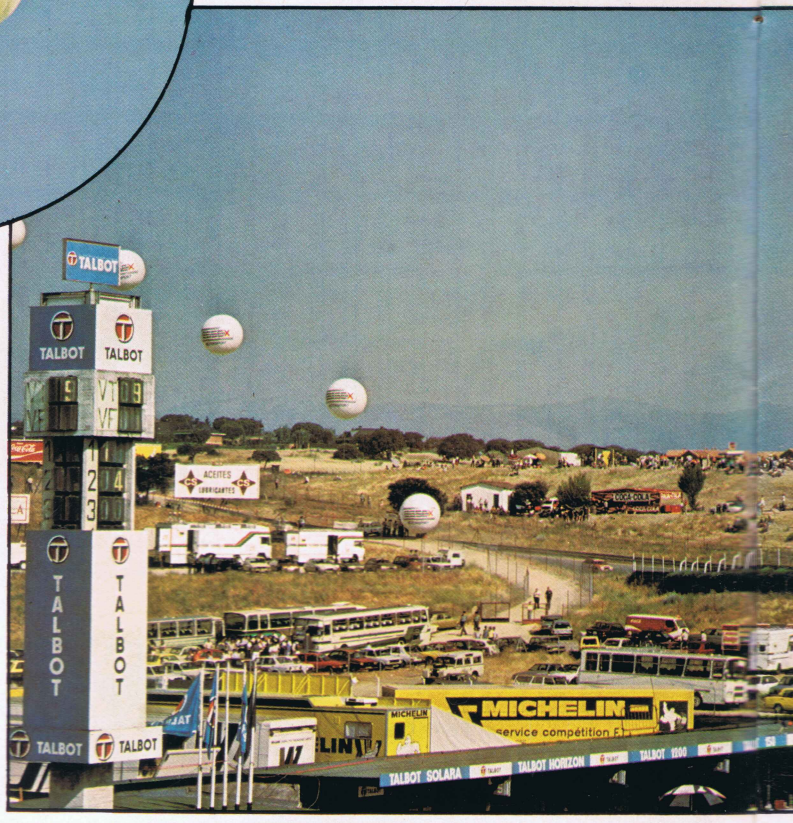


There was no doubt as to the destiny of the winner's champagne

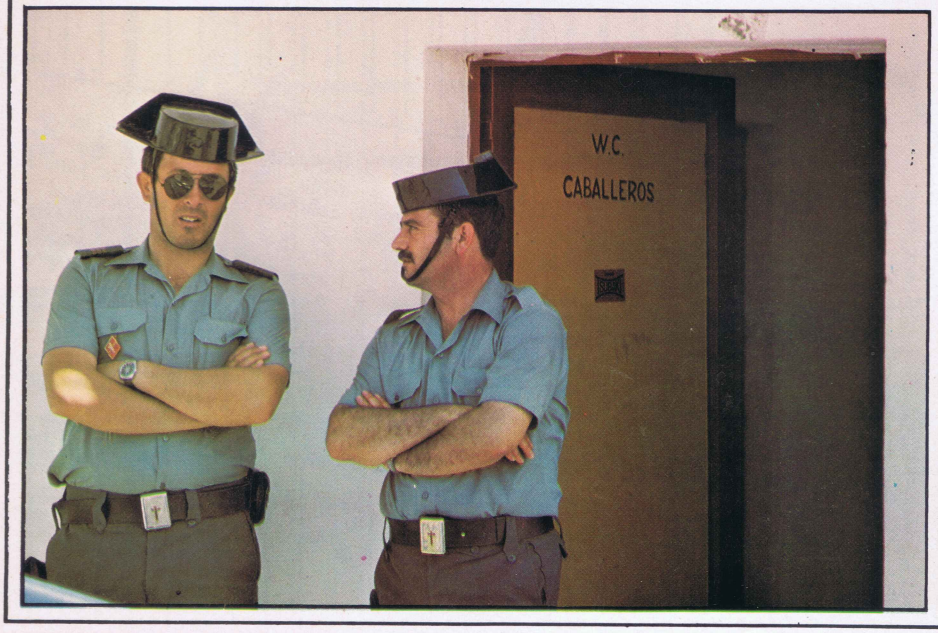
De Angelis experiences the delights of new sponsorship

Poor Chico! His words fall on deaf ears. Wilson Fittipaldi and his sister-in-law Marie-Helena are tuned in elsewhere

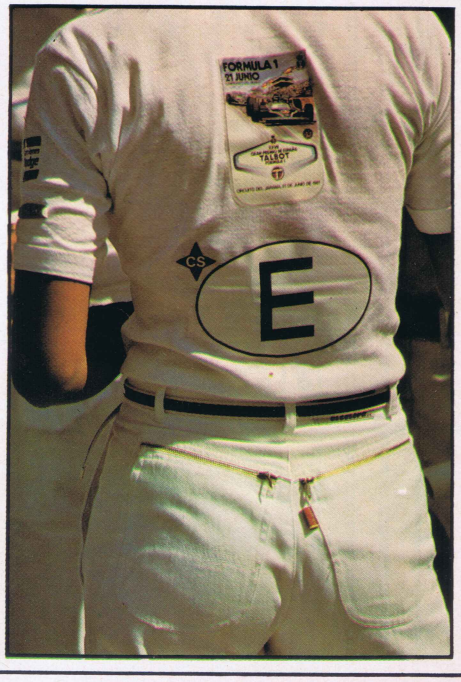




It seems that everything's worth guarding in Spain



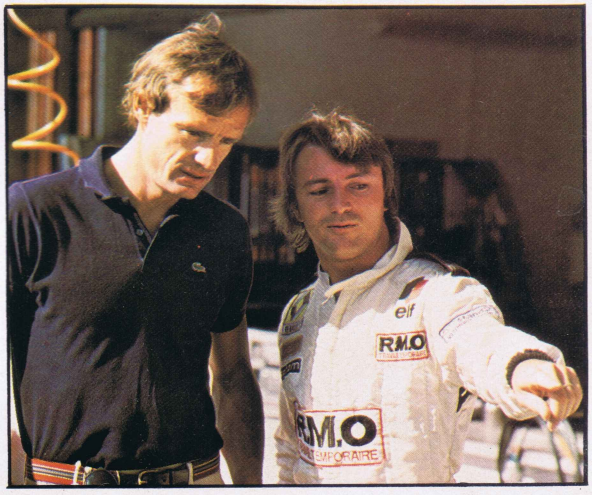
She's Spanish, and proud of it



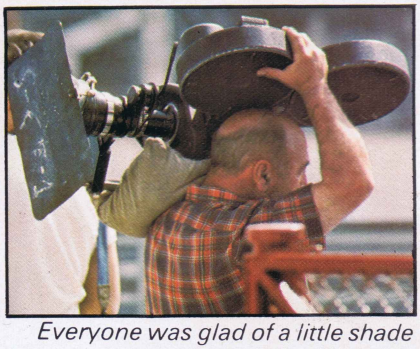
The Restaurant San Fernando has a unique atmosphere for drivers and team managers

The King of Spain blew up a storm when he arrived at the circuit

Ferrari's turbo gets a blast of cold air to cool it.



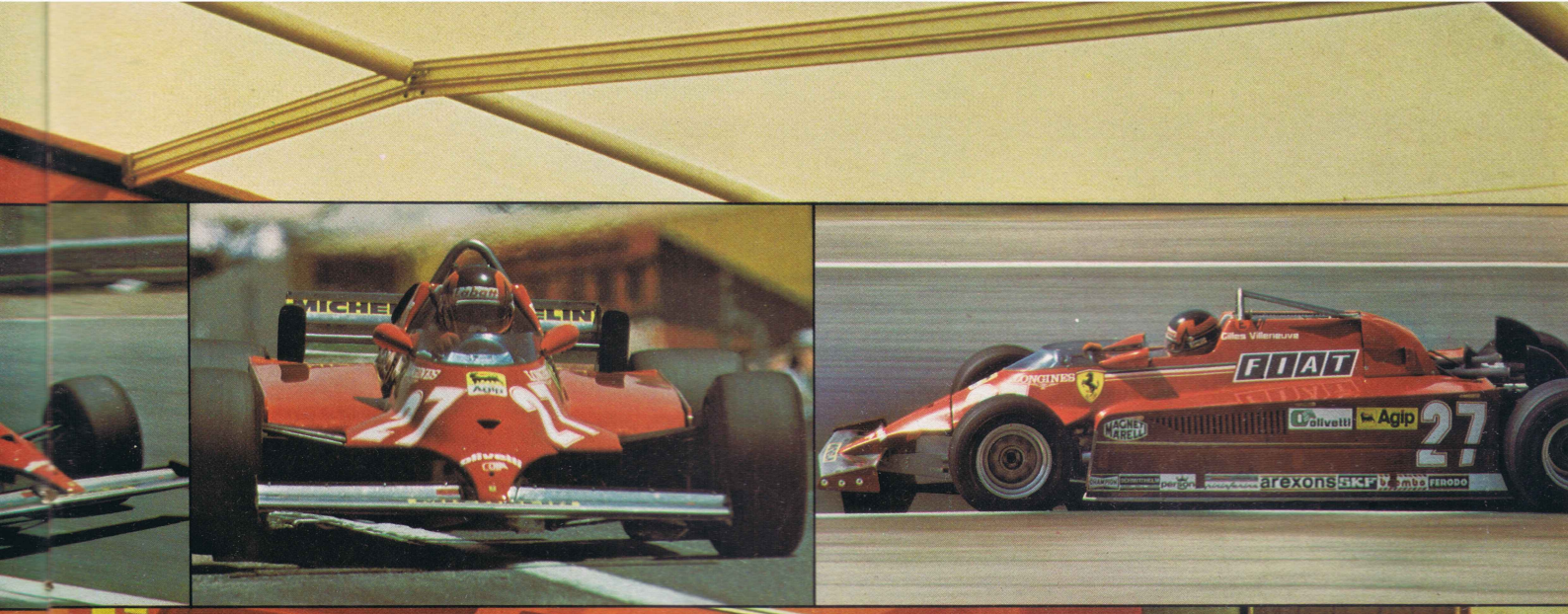
Triple Olympic Gold skiing champion Jean-Claude Killy, a former Porsche racer himself, gets a word of advice from René Arnoux



Everyone was glad of a little shade in Spain

TURBOS CHARGING

One of the great mysteries in this Formula 1 season is just how have Ferrari managed to make the turbo 126C into a winner? Turbo lag is meant to be a hindrance out of slow corners: Villeneuve won at Monaco, the slowest circuit in the world. He won again in Spain, keeping four others hungry for victory behind him for 15 laps. The engines have been utterly reliable for the last four races: both cars have finished in each race, even if clouds of smoke from broken turbos have occasionally obscured the sunshine during practice. Gilles has won two races, even if Pironi has been out of luck. The French Canadian's incredibly competitive spirit plus the turbo's power is the answer to why Ferrari has succeeded. (Photos Jacques Cochin/SAM - Thierry Bovy/DPPI)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Agip
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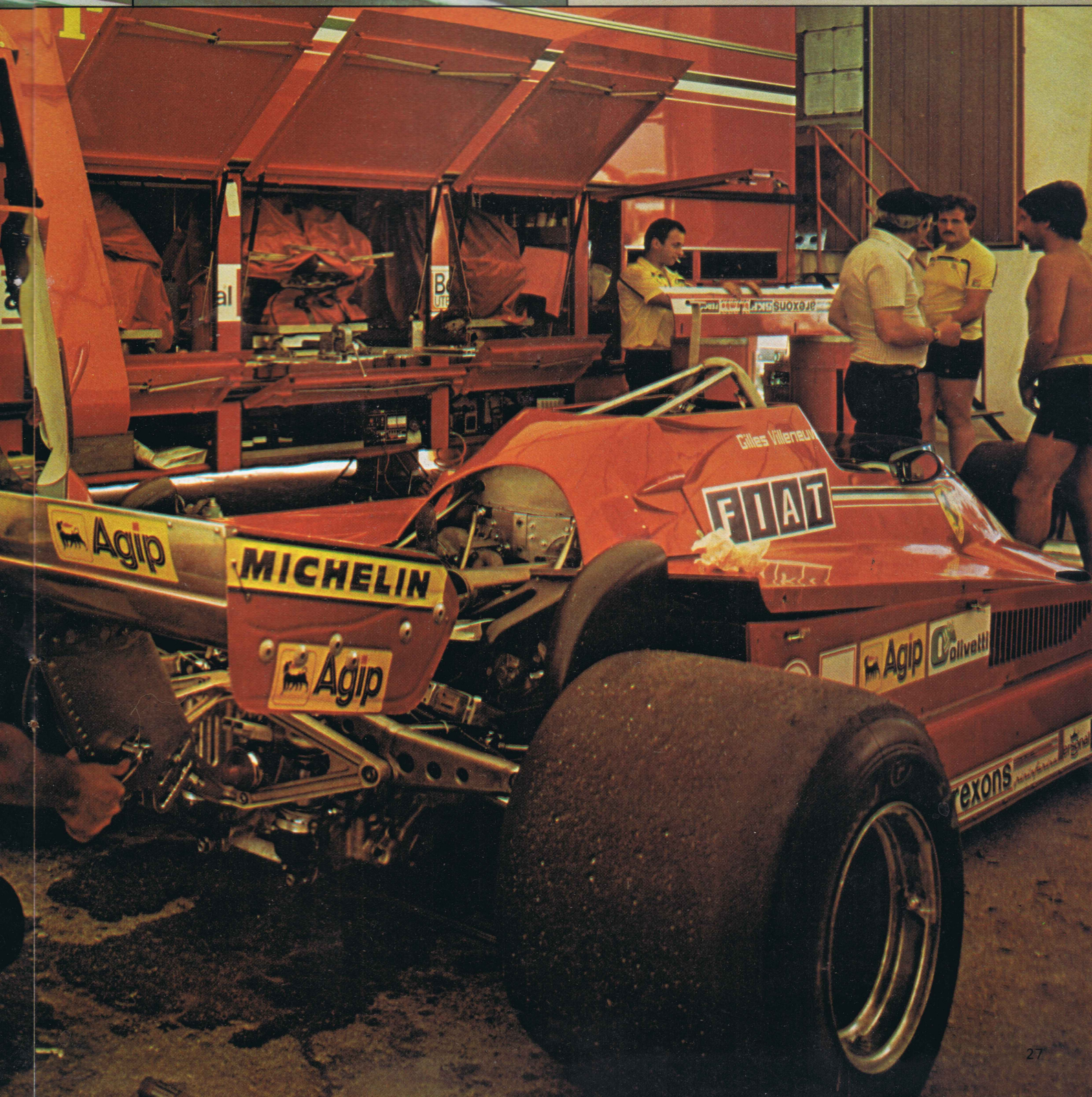
Gilles Villeneuve
FIAT
Agip
MICHELIN
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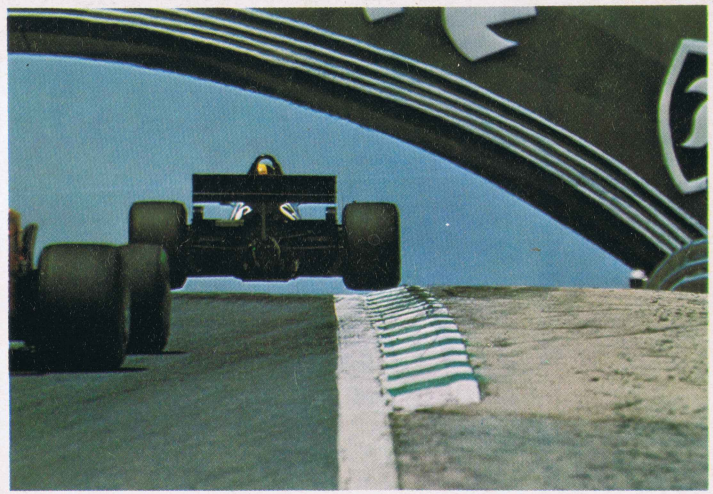
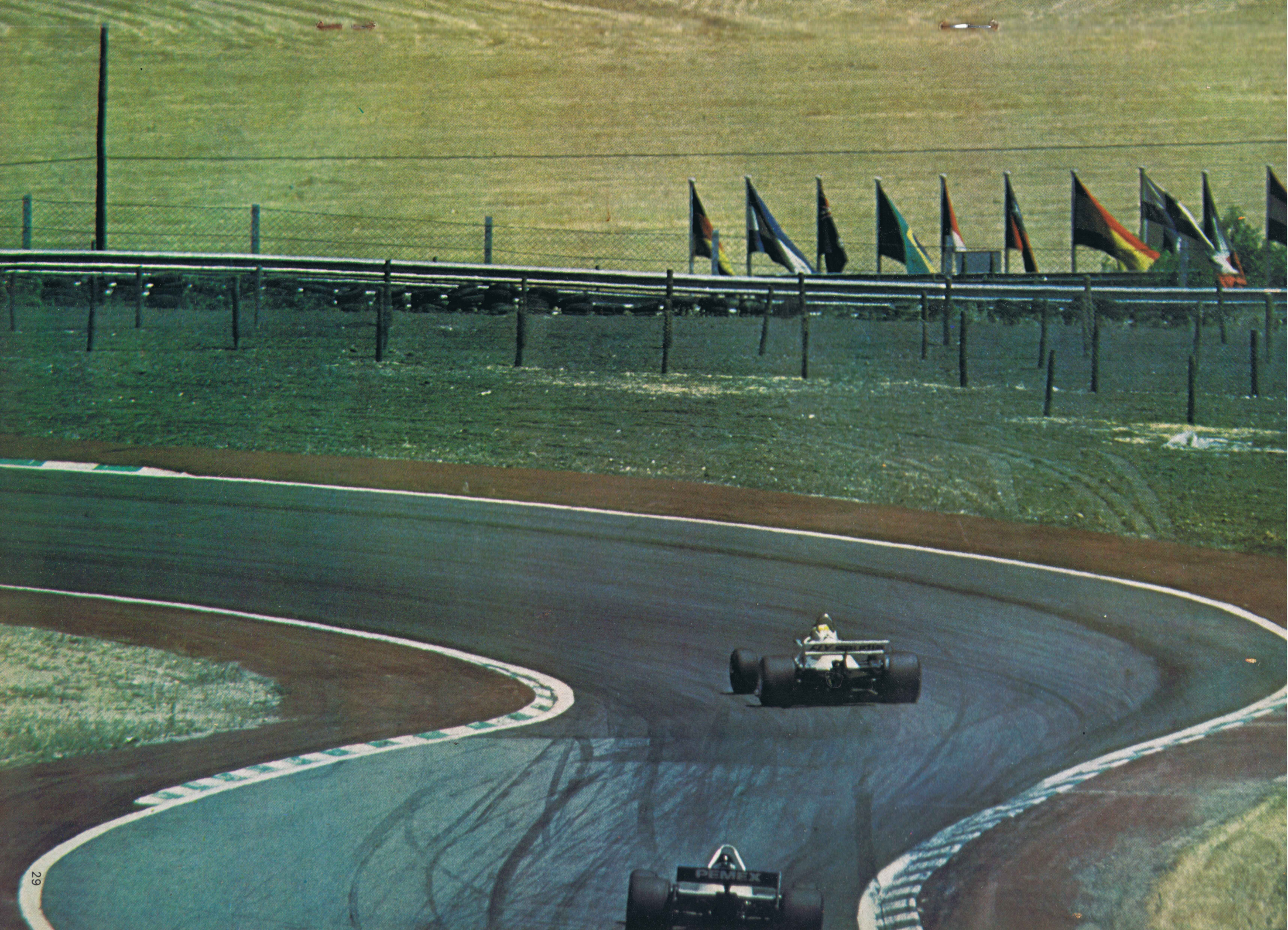
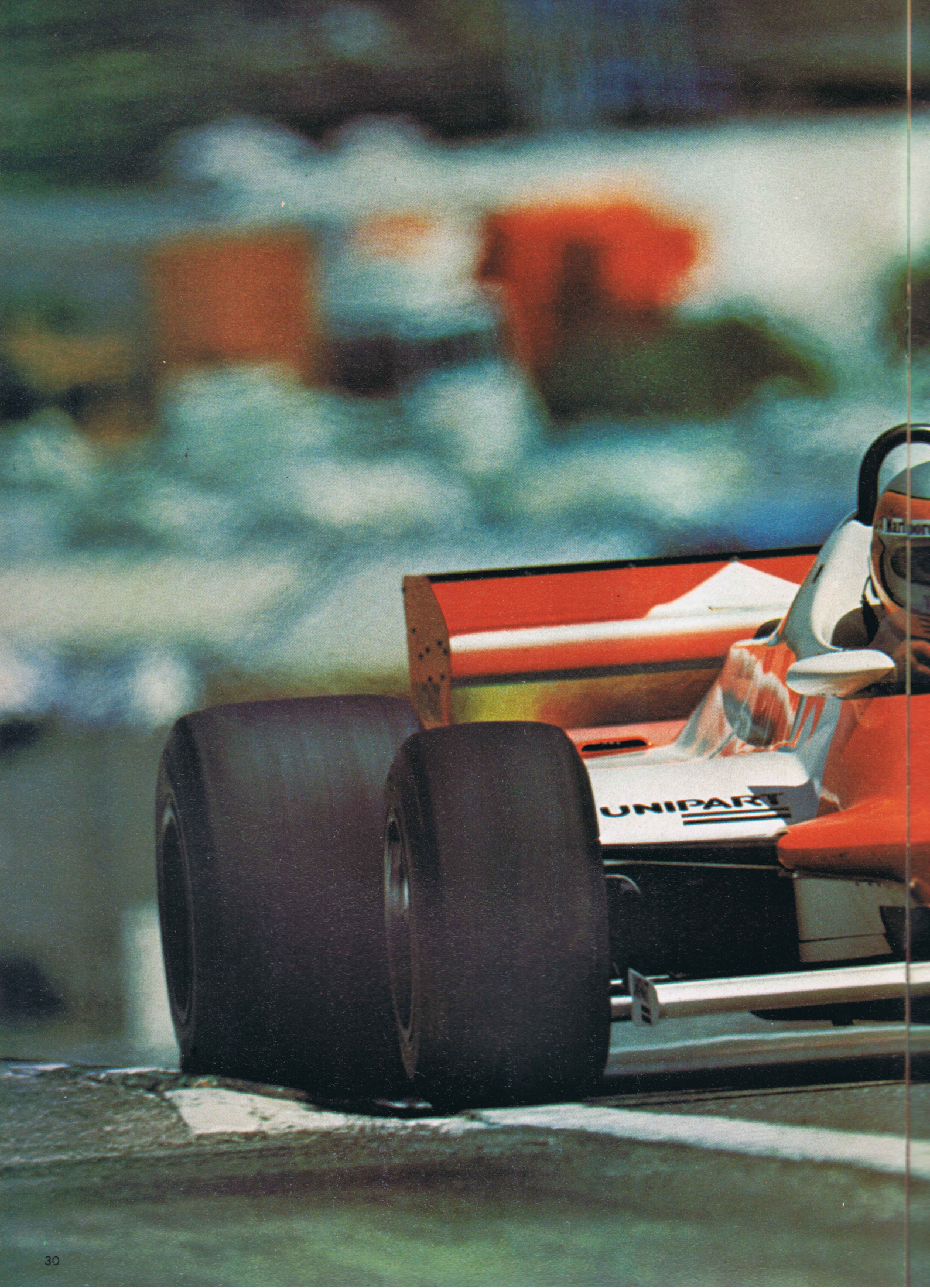
Agip
Olivetti



JARAMAPANORAMA

Jarama is a spectacular circuit. In one glance you can take in the dry, dusty countryside, and the clear blue sky. That's Daly balancing precariously on the kerb, silhouetted against the azure sky. (Photos Bernard Asset/A+P)


PEMEX


UNIPART

STEELY JOHN

John Watson's been waiting in the wings for a long time, but he's always reckoned that the promising MP4 would be a hit. At Jarama, he proved that development has made it a front runner; he made his first visit to the rostrum for a number of years. And he's perfectly confident that he'll be at the top of the lap charts again in the next few races. (Photos Bernard Asset/A+P)

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John Watson's
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(Photos Bernar

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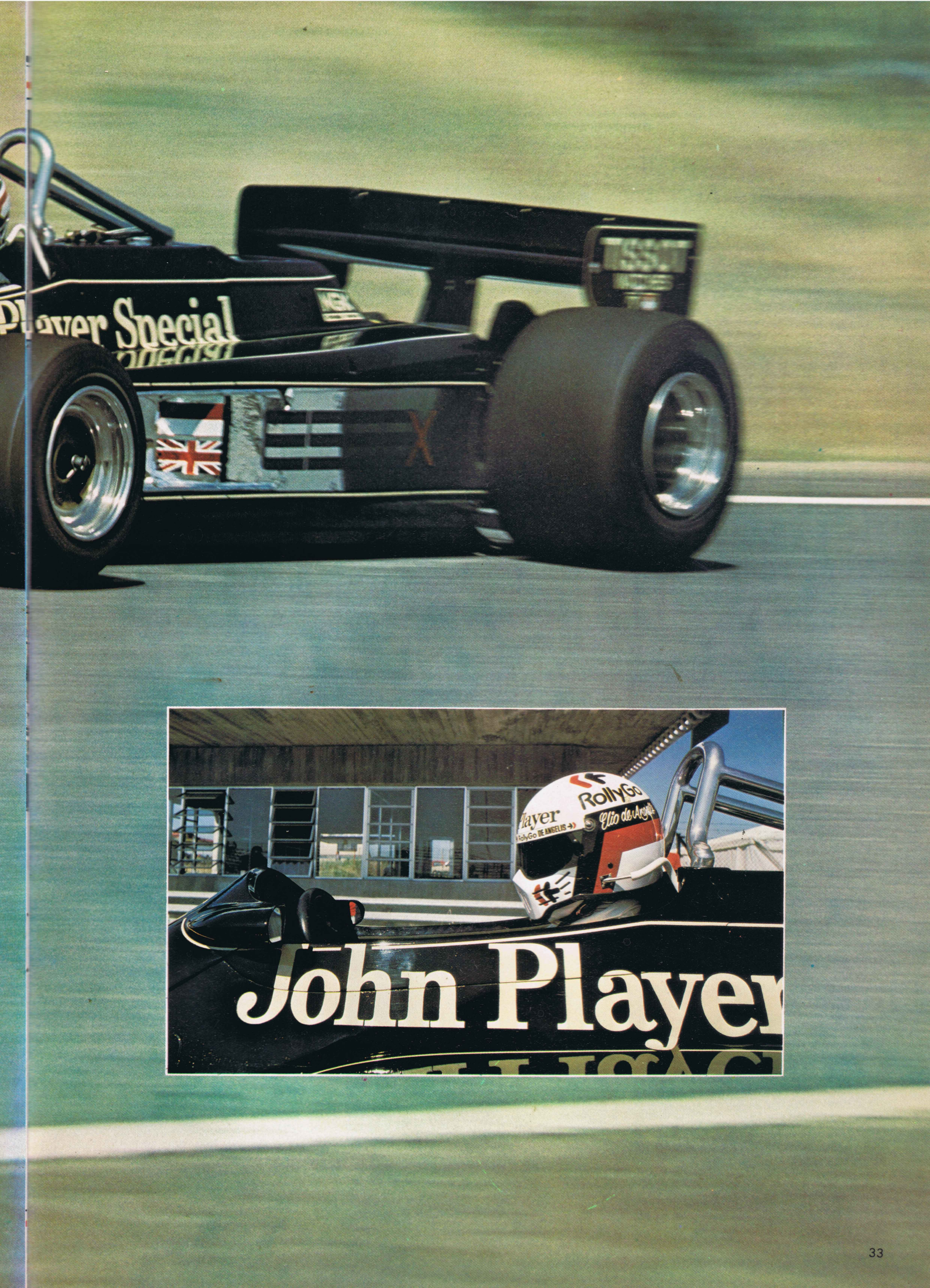
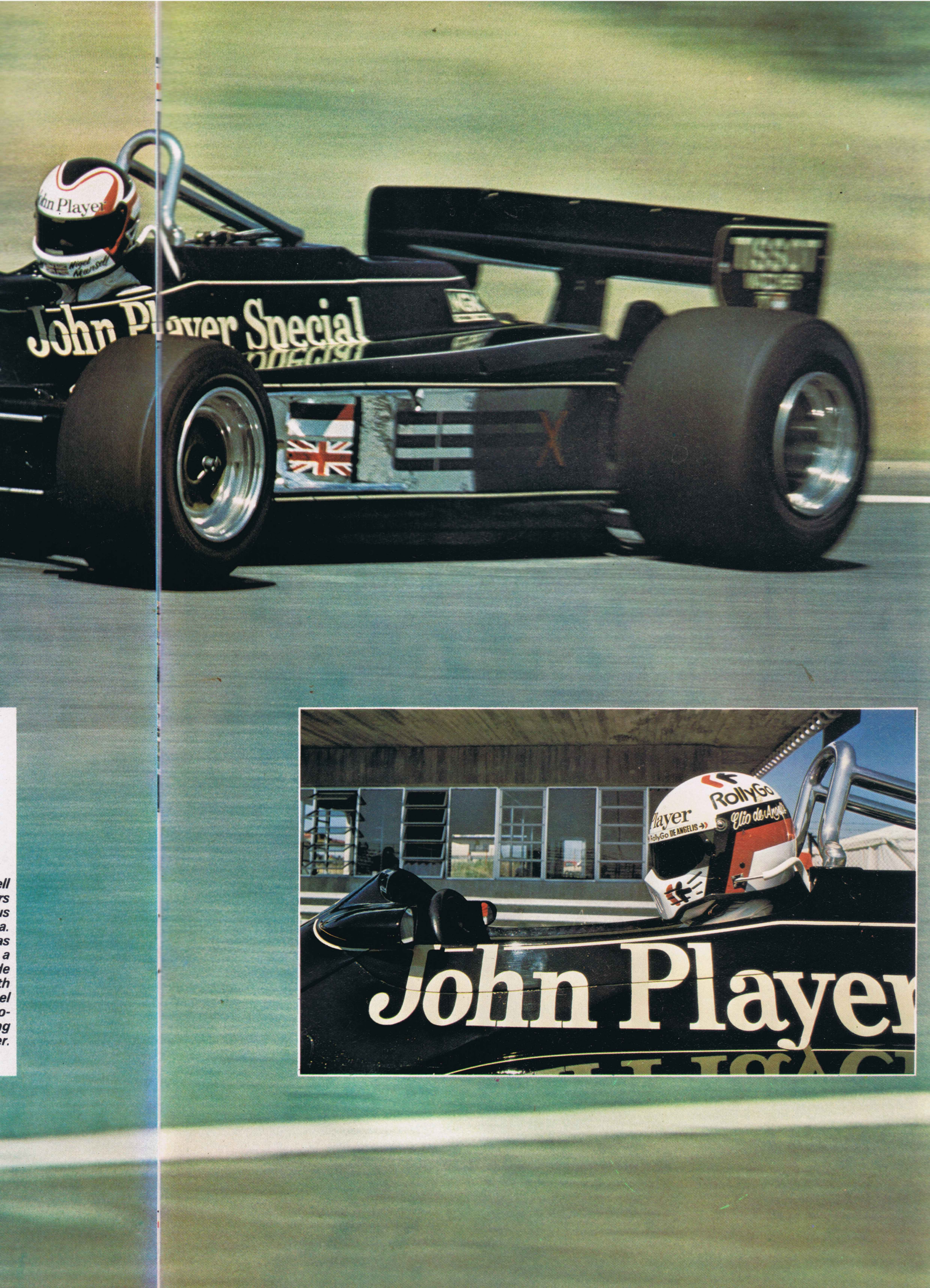
BLACK IS BACK

Elio de Angelis and Nigel Mansell welcomed back JPS as sponsors by bringing their JPS/Essex Lotus 87s home in the points at Jarama. The black cars' performance was more than rosy in Spain with a superb performance by Elio de Angelis (opposite), finishing fifth of the "Gang of Five", and Nigel Mansell (below) scooping another point in sixth after dropping several places at the first corner. (Photos Bernard Asset/A+P)


Player Special
RollyGo
Elio de Angelis
John Player


John Player
John Player Special
RollyGo
Elio de Angelis
John Player

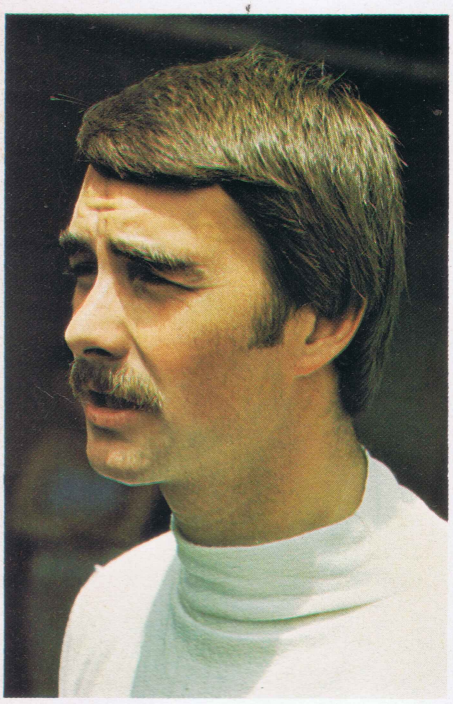
BLACK IS BACK

Elio de Angelis and Nigel Mansell welcomed back JPS as sponsors by bringing their JPS/Essex Lotus 87s home in the points at Jarama. The black cars' performance was more than rosy in Spain with a superb performance by Elio de Angelis (opposite), finishing fifth of the "Gang of Five", and Nigel Mansell (below) scooping another point in sixth after dropping several places at the first corner. (Photos Bernard Asset/A+P)

NIGEL MANSELL

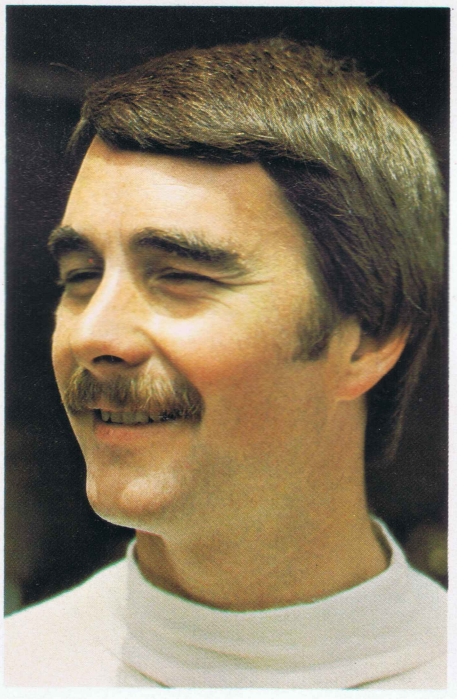
With fewer than 10 Grands Prix to his credit, Lotus driver Nigel Mansell has twice scored world championship points this year, and has made a significant contribution to the revival in Lotus fortunes. With his trim moustache and pronounced Midlands accent, this athletic 27 year old from the Birmingham suburb of Hall Green has some strong ideas about the qualities which make a top driver. A keen golfer, karate fighter and squash player, he has overcome appalling setbacks, both physical and financial, to become what he describes as "one of the few people to have got into F1 recently without having to pay for his place".

by Mike DOODSON



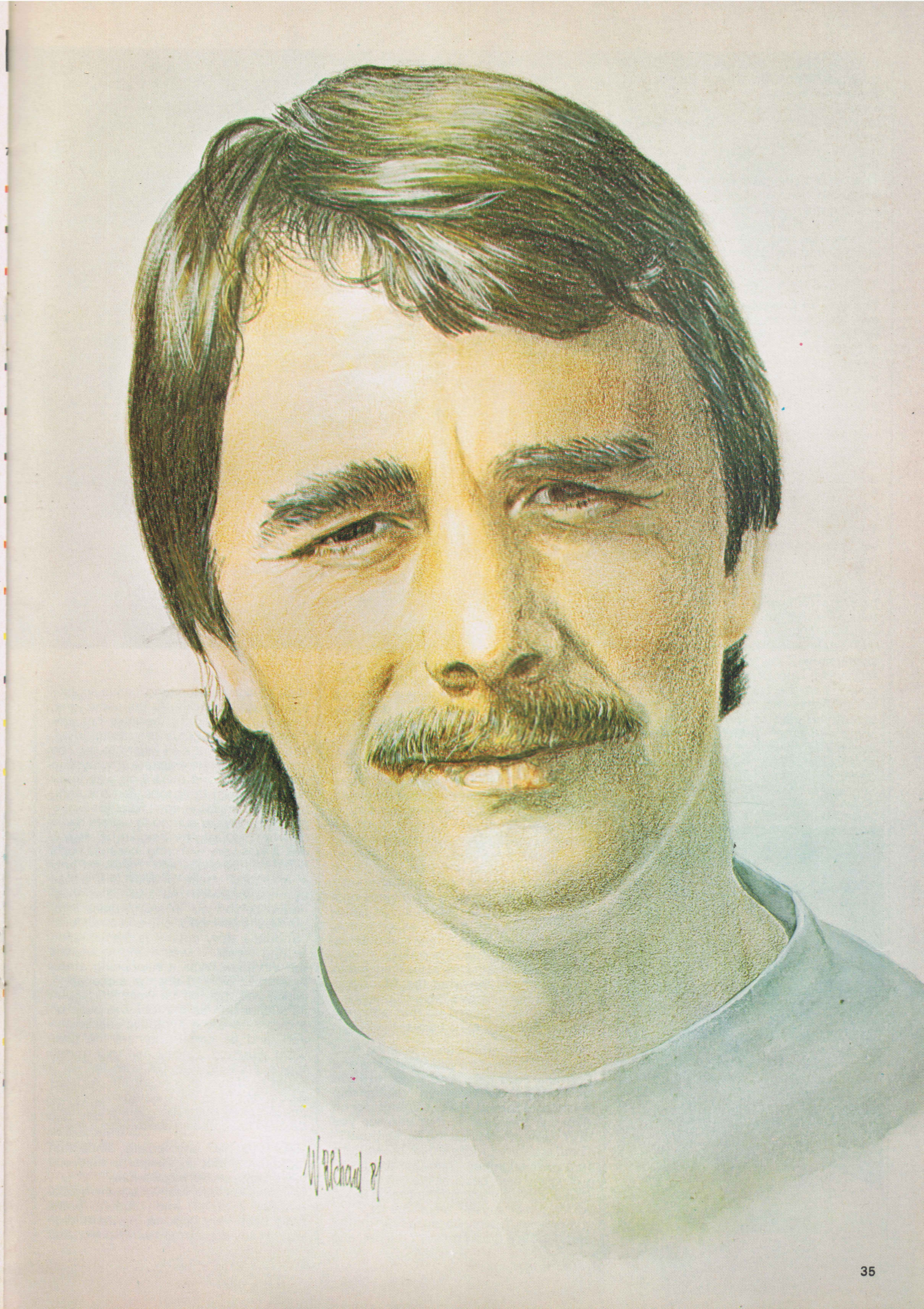
You raced karts successfully as a teenager and later qualified as an engineer. What was it that decided you to concentrate on racing as a career?
I was an apprentice with the Lucas group for five or six years. I studied at technical colleges and at polytechnic, eventually qualifying on the hydromechanical side of engineering. It was in my seventh year with Lucas, when I was working on the reheat for the multi-role combat aircraft (MRCA), that I decided I wanted to move on to something else. I joined Girling as a senior sales engineer for brakes, working on commercial vehicles and tractors. But I didn't stay with Girling long, because after nine months I found that my professional loyalties conficted with my racing. I was doing well in Formula Ford, but at the same time I was being well paid by the firm, and they thought that I should decide one way or the other. So I decided to become a semi-professional driver. I wasn't being paid by anyone, but fortunately my wife Rosanne had a very good job with the West Midlands Gas Board, as a demonstrator, and she literally carried me for two or three years, paying the household bills and keeping us going.

You've been through some great hardships, including breaking your neck. How did that happen?
I chose to go professional in May '77, and only one month later I broke my neck in two places during qualifying for a Formula Ford race at Brands Hatch. The track was dry on the racing line, but wet off-line, and I was about to pass a much slower driver who moved over to let me through. All of a sudden, he pulled back on to the dry line, forcing me to make an instant decision: either to hit him or to go round him. I chose to try to pass him, and in fact I got in front of him but had to try to negotiate the next corner on the wet part ot the track. But there was no grip at all The car went off backwards into the guardrail and I suffered a very serious whiplash injury which broke my neck in two places. One vertebra was broken clean in half, and another was crushed to about half its normal thickness. The medical specialist who treated me said that I was lucky to be alive.



Your later discharged yourself from hospital...
Yes, but it wasn't quite the way it's been reported. On the third night after the accident, I conned the nurse by saying "Look, the specialist said that I could sit up in bed tonight if I could stand the pain and the dizziness," so she allowed me to do it. The next day there was a big fuss and I was told how stupid I had been, how I was risking complete paralysis. I was so upset with this treatment that the next night I persuaded another nurse to let me walk to the loo instead of using the bed pan. At the end of the week. I was so unhappy with the people in the hospital that I discharged myself and went to my home town of Birmingham, where I could be under the care of my own specialist. I had to have a very careful journey from London to Birmingham, and I was very ill for the next four or five weeks. But at least I had faith in my specialist, who always told me that I *would* get well, and that I *would* race again. It was much better than having to stay in a place where they wanted to keep me for more than four months before they would move me...

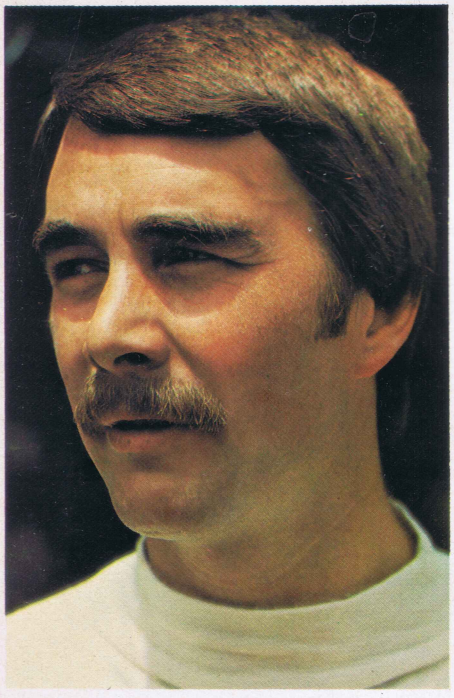
You later put yourself through financial hardship, just to stay in racing. Why was that necessary?
At the end of 1977, when I had won my first major racing championship in Formula Ford, I decided that it would be wrong to stay in FF after winning 32 out of my 42 races. If you don't step forward, you're standing still, which is not an activity I enjoy.
So I decided that I had to go into Formula 3. Unfortunately, it proved impossible for me to find any sponsorship at all, so I talked it over with Rosanne. I felt that if I didn't give myself the chance to race in F3, then it would be wrong to ask someone like a sponsor to do so. We agreed to sell our house, and the various things we'd got around ourselves through hard work, which would produce enough cash for three or four drives in F3, giving me the opportunity to prove my ability. Well, we did it. I got a place with a factory March-Toyota, and in my first race, on the Silverstone GP circuit, I put it on pole position and finished 2nd in the race, behind Nelson Piquet. I had three races and two fairly good results... but no sponsorship money came. Inside six weeks, all the money that we had saved over the years was gone. I was virtually bankrupt, and so was my family, because in 1978 I built up debts totalling something between five and ten thousand pounds. But I had proved my ability, certainly to myself, if not to a few others. I don't regret it, though: as I said, if you don't give yourself a chance, why the hell should anyone else do so?



If you had been Franch or Italian, do you think you would have been able to raise any sponsorship?
I really don't know. English people certainly do seem to be very slow to take up sporting opportunities. You've only got to look at British athletes, people like Steve Ovett, Sebastian Coe and Daley Thompson. They're the best in the whole world, yet they've all had to go to America at one time or another, just to get the right sort of training. Fortunately, the climate is getting better for me now as far as sponsorship is concerned, because I've made the jump from being nowhere to being somewhere.

Through all these hardships, was there ever a time when you considered giving up racing and going back to being an engineer?
The great thing about being a qualified engineer is that you've always got something to fall back on if you need it. Really, though, the hardship has given me *more* determination to succeed. My biggest burden, through the years, was nothing to do with having minor accidents. It was the problem of not having the money to do the job properly that I hated: I found it embarrassing not being able to do the job as I wanted to do it.

The neck you broke in '77 was not the last time you injured yourself, however...
No, in 1979, when I was driving with the Unipart F3 team, I had an accident at Oulton Park with Andrea de Cesaris. As he has demonstrated several times since then, I think he must have suffered from a bit of brain fade, because he pushed into the side of me in a tight corner and somersaulted my car into the air. Unluckily for me, it came down upside down, and the car was crushed six or seven inches into the ground. Of course, something had to go, and it was my spine: this time I damaged a vertebra in the spinal column. I hold no grudges against de Cesaris: he's still having accidents, but he seems to be settling down. Slightly.



It was with the Unipart F3 team that you were first "spotted" by Lotus. How did Colin Chapman make the approach to you?
It was a result of the F3 race which supported the British GP at Silverstone in 1979. I was driving a March-Dolomite car for the Unipart team, and as most people knew, the 16-valve Triumph engine was not as powerful or as responsive as the Toyota which most of the other competitors were using. I came 5th in that race, and I showed a few people or teams (including Lotus) that through the chicane at Woodcote, where power doesn't count, I was one of the quickest. I think that Lotus must have been looking for drivers at that race, because David Phipps, the British journalist and photographer, spoke to me on behalf of Colin, who is a friend of his. I was invited to a test session that they decided to have for new drivers later that year, at Paul Ricard. They invited four other drivers: Elio de Angelis, Jan Lammers, Stephen South and Eddie Cheever. One of us would get the second Lotus drive for 1980, and one would be given a testing contract. Every lap I did in the F1 Lotus I was in pain, because it was only three weeks after my accident at Oulton Park. But I went quicker on every single lap that I did, which I felt was a significant achievement. And of course I got the testing contract for 1980.

Lotus gave you your first opportunity to race in a Grand Prix in Austria last year. Even that turned out painfully, though...
Yes indeed! I was given the Lotus 81B while Mario Andretti and Elio had the 81s. No matter how good the resources of a team are, running a third car obviously stretches the team so that the third car gets literally what's left over in terms of spares and mechanics' time. I did what was necessary in practice, by qualifying the car with literally five minutes to go, when there was a lot of pressure on me. Just before the race, the fuel tank sprang a leak, and when the race started I was sitting in a pool of petrol. But I showed the determination that was necessary to blank out the severe burning pains for the one hour and ten minutes before the car retired. I suffered first and second degree skin burns, and when I got back home I had to go hospital for treatment. I suffered quite severely for a week or a fortnight, but it was worth it... At Zandvoort, in practice for my second race, again the 81B wasn't very competitive, so they let me do six laps in Mario's T-car. Using one set of tyres, I qualified within 0.25 second of the times that Mario and Elio had done in two days of practice. I was very encouraged by that, although for the race I had to go back to the 81B.

You have an engineering training, and you used to prepare your own karts and Formula Ford cars. You seem to have established an excellent relationship with Nigel Stroud, the Lotus engineer on your car this year. Is that because you both have an engineering background?
Nigel is a very practical man as well as a first class engineer. Therefore we get on extremely well, because we can relate to one another on and off the circuit. Being an engineer myself helps me in F1 in many ways, mainly because I can understand what's going on with the car, and

even if I don't understand, I have an aptitude to learn quickly. At the same time, I have to be careful, because I'm employed by Team Lotus as a racing driver, and basically that's all I want to be. The other people in the team are employed to do their jobs, and there's no way that I would step on their toes. But my engineering knowledge does help, for example when my car started to vibrate badly halfway through the Belgian GP at Zolder. It was very worrying, because I was lying in third place and there was only a breathing space of four and a half seconds between me and Gilles Villeneuve behind me in fourth place. I remember thinking for one and a half laps: "Should I slow down? Is the vibration getting worse." I was trying to analyse the vibration. Was it happening under braking? I worked out the explanation, which was that the car was rising up on its suspension as the fuel was used up (I didn't have the hydraulic suspension yet), and on certain corners the tyres were vibrating. Once I had told myself that everything was OK with the car, I could continue to concentrate. A driver who didn't have my training might have interpreted the vibration differently, maybe even have had an accident as a result.

Have you had any feeling, since that excellent result in Belgium, that you were being favoured over Elio?
No... this is crazy, really. I am the official number 2 driver, and although Lotus have been very good to me there is no way, in any department whatsoever, that

I have been favoured over Elio. Preferential treatment is sometimes given to Elio in a way that he can see it clearly, and that makes him happy. As number one driver, Elio chooses whichever car and engine he wants, and what's left goes to me. Here at Jarama, for example, Elio chose to have an engine which I had been expecting to get. I got a different engine, that's no problem for me. After all, I signed on as number 2 this year.

Is it true, at the end of last year, that you were not at first offered a Lotus contract for 1981 because it was felt in certain quarters that you didn't fit in well with the rather jet-set image that the team had acquired?

Well, I have no idea what you're talking about! But I can tell you that Colin Chapman is very happy indeed. I won't tell you the exact dates, but I can tell you that I signed my contract with Lotus for this year a long time before anyone would think.

Before the news was released that you had signed, there were reports that Jean-Pierre Jarier was being considered by Lotus. The French papers even said that you got the job because you were less expensive...

All I can tell you is what Colin himself told me, and that was that Jarier was negotiating with himself, not with Colin Chapman. Because Colin had already signed me at that stage! I don't what negotiations were going on at that stage because I don't know.

Are you satisfied with the money you're getting?

That's a difficult question, isn't it? Obviously I'm aware of the kind of money that some of the drivers are getting, and in the last few races several of them have been behind me. But I have to remember that Colin Chapman and Lotus have given me the chance that I think I have deserved. I hope that I have shown not only Lotus, but other people as well, that perhaps I have the talent to do important things in the future. I certainly have high expectations of myself, and I really do feel that when the day is right I can go for the world championship. I confess that I sometimes forget, especially at places like Monaco and Jarama, that this is still only my eighth or ninth Grand Prix. I feel as though I have been in GP racing for a couple of years, I want to go out and win! I know that I have to hold back the reins. I tell myself: "Calm down, this is still your first season! You've still got a lot to learn, so take it easy..." Returning to your question about salary, I think that I am being paid sufficient for my first year (though I would obviously like it to be more, which is only normal). But I think that Colin Chapman is the sort of person who will pay a driver what he's worth... so I feel at the end of the year perhaps he'll do me justice.

You had to make a choice between Formula 2 and Formula 1 for this year, didn't you?

Yes, and it was a very difficult decision for me. As I have intimated, I believe in people, and I certainly believe in Colin Chapman. But I was also offered an F2 drive with Ron Tauranac's Ralt-Honda team for this year, and having raced it last year I felt that the F2 Ralt-Honda was easily capable of winning this year's F2 championship. But my heart's always been with Formula 1. I took Colin Chapman's word that, if I would be patient, things would come right for me. It was a slight gamble... and things have turned out OK for me. I'm still sorry that I couldn't have helped Ron Tauranac. We learned a lot together last year, and I think the Japanese learned a lot too. What happened was that I did three races with them, but they decided, quite rightly, that when you're developing a new team, with a new car and a new engine, it can be a mistake to centre it all around one particular driver, because his career can move on, which means you've got a break in continuity. So they got Tom Gloy, the American Atlantic driver, to come over and race the car. In fact, he didn't have a very good time, unlike myself. He qualified, I think, 17th and 18th in the two races he did, so they invited me back. Then I was winning the final race for them at Hockenheim, before running short of fuel. Ron Tauranac and I got on extremely well. Like me, he has one great ambition: he wants to go out there and win. That's one thing on which we agreed completely.

□

JACQUES LAFFITE... FROM THE INSIDE

Everyone knows Jacques Laffite as a practical joker, a man with a quick tongue, tremendous vitality and bouyant morale. But is there another Laffite behind this happy-go-lucky public face? I posed this question to Jean-Pierre Paoli, his teammate when Jacques was a struggling Formula Renault driver, and who still advises Jacques in his career, now his 'eminence grise'. Paoli knows Laffite in his professional life perhaps better than anyone, maybe even including Jacques himself. When he talks of Jacques' continual development, it's because he's in the perfect position to comment.

by Eric BHAT

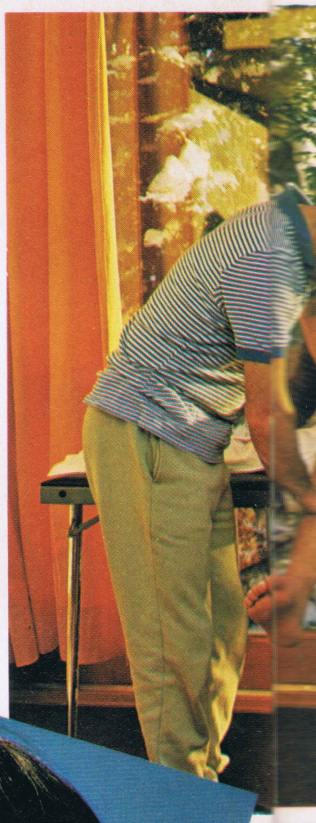
Jacques Laffite and Jean-Pierre Paoli go back a long way. As a partnership, they were the launching ramp for Laffite's career. It was period that was fun and crazy: of impetuous youth, yet at the same time a period for maturing. Everyone goes through it: making friends, success and progress.

It was back in 1972 that Laffite and Paoli first teamed up together in the same Formula Renault team. It was a success, and the two of them moved on to Formula 3 and then Formula 2. The two drivers, based at Magny-Cours, headed the same little team throughout as they tramped the circuits of France and Europe. It was a big, happy family. Laffite was the ring-leader, Paoli was the restraining element. They lived for racing and having a good time.

In those days, it was hard to hold Laffite back. His favourite occupation between Formula 3 practice sessions was tickling trout in some nearby stream, preferably at a time when trout were out of season, and particularly on private land. *"In those days he was even livelier than he is now,"* says Paoli, *"he would run*

→

more, and was absolutely tireless."
Laffite got his training alright, running through the undergrowth, usually with a game-bag full of trout over his shoulder and often with a game-keeper in hot pursuit. But by that evening, the pan would be sizzling while the fish cooked, and somewhere in the nearby countryside, a game-keeper would be fuming that some dishonest scamp had got away with some of his beloved fish.
It was that same joking Jacques who, with Jabouille, found the mains switch in a restaurant during the Le Mans 24 Hours, cut the electricity, and then sprayed the totally unsuspecting clientele with a fire hose. *"That's an example of total yet harmless vandalism,"* explains Paoli. *"They just wanted to have a laugh for the sake of it."*
A practical joke and a good laugh are essential to Laffite, but some people say he's changed a little. It's scarcely perceptible and hard to explain. He was virtually unchanged since those carefree days of Formula 3 until the start of this year. But the signs are there. I was going to dinner with some friends at Long Beach and we met Jacques on the staircase. He was strolling along, almost romantically, one hand on his wife Bernadette's shoulder. Afterwards, one of my colleagues remarked, *"that's what happens when Jabouille isn't here, Jacques isn't the same. If Jean-Pierre had been here, they would have bounced down the stairs together oking to one another, and Bernadette would have been ten yards behind."* But was it really because Jean-Pierre wasn't around?
Generally speaking, although he still seems as restless as ever, Jacques is rather more staid these days. It's as though he's no longer the kid he used to be. Golf has replaced his love of fishing as his main hobby.
Perhaps there are some concrete reasons for this metamorphosis in Jacques. Now that Jabouille has joined the Talbot-Ligier team, bringing with him his expert technical knowledge, Jacques has calmed down after his rivalry with Didier Pironi last year, and Patrick Depailler before that. *"Jabouille may have problems,"* says Paoli, *"but Jean-Pierre and Jacques are tremendously loyal friends, so as teammates, they are more partners than rivals."* Jacques also seems to have become more professional, but there's a reason for that. *"The team now has tremendous financial backing, and this has meant that Jacques is no more serious about his job, because he's always been that, but realises that he has to accept his responsibilities."*
Jean-Pierre Paoli is not the slightest bit surprised if Jacques has changed. *"I know Jacques' family well. His father is a very hard-working lawyer. He manages to be serious in his work, and yet just as relaxed as Jacques away from it. So I think Jacques has inherited this ability to seperate the two sides of his life. However, having said that, I grew up with Jacques and I don't see this change nearly as clearly as you do. I don't see Jacques growing old or calming down."*
Laffite has always been the same: his principles are unchanged, his habits are as before, and he's very loyal. Friendship, loyalty, vitality and optimism affect all his races. *"It's very important for Jacques to remain constant in his own behaviour and his friendships. The way he behaves is a sort of game as far as he's concerned. He loves all games, and he looks on his public life as a game as well. And as with all games, he plays that one as hard as he can."*
Jacques is one of those people who has to be at the forefront of things. He's a ring-leader, but does that mean he's playing to the public as well? According to Paoli, the answer is no, there's nothing theatrical about him. *"He finds it necessary to regard those around him as friends. Yet he doesn't make friends easily. The people whose company he enjoys are all old friends, like Pierre Landreau, Alain Couderc, and Jean-Pierre Jabouille. This evening for instance* (the Saturday before the Spanish GP) *there's an official dinner to celebrate his 100 Grands Prix. Jacques realises that it's nice for his various different sponsors to have dinner with the driver who'll start the race from pole position tomorrow, but at the same time, he wants to be with his old friends. 'Of course I'd like to be honoured in this way' he said, 'but I want my friends to enjoy this occasion as well.' It's his way of remaining loyal to his friends, just as they have been loyal to him. Furthermore, he has said that he'll pay the bill for his friends, because he says 'that each time I set pole position in Formula Renault when I had one mechanic, up to the present day, I've paid for dinner.' He sees no reason to break with custom: that's Jacques."*
Another plus point in his character is that he is consistently optimistic. He never seems to be depressed. *"In the ten years that I've known him,"* says Paoli, *"I've never known him to be discouraged. He never lets things get him down. Not even for a quarter of an hour, five minutes, or even three. I've never known him to doubt anything. As far as I'm concerned, he's never made mistakes, either in his private or public life other than the occasional driver error.*



Preceding pages: one hour before his hundredth Grand Prix, Laffite jokes with his confidant, Jean-Pierre Paoli: Jacques never takes a decision without first asking Paoli's advice.

Just one of Jacques' sports: a little skiing in the inter-season.

Laffite helps brother-in-law Jabouille to train in the Alpine ski resort of Les Arcs.

Two Laffites, one slightly bigger than the other: Jacques and his elder daughter Camille.

The peace and quiet of a garden is satisfying in more ways than one: Jacques has invested in a garden centre whose products carry his name.

Basically, I've never known him to make a wrong decision or wrong turn in his career."

Few people can disagree. His lust for living never diminishes. He uses every minute of his time, his batteries never flatten. He's always joking. He's one of the few people who can confront Guy Ligier, for the team patron is completely under Jacques' spell of charm, sincerity, generosity and vitality. Those are Jacques' qualities, and he inspires many of his colleagues and those close to him to have great respect for him. His style of driving and general character makes him most aimiable to all those in motor racing.

But all the same, he's changed. He's still a character packed with personality and the will to succeed, but he's no longer as intransigent as he was. I took up the point with Paoli who had failed to agree with me that the change in Laffite was clear-cut. For instance, Jacques used to fly off the handle when things weren't going right, yet that's a lot more rare these days.

"He seems to be able to control himself better now," says Paoli. *"He realises now, that if the car isn't going well - and it's virtually impossible for everything to go well all the time - he has to analyse what's wrong with it, and take into account that the mechanics have been trying as hard as he has. He used to regard a poor performance as being either his own fault or that of the team without realising that the others were simply better on that particular day."*

This is a sign that he's more calm, more mature and wiser. Jean-Pierre Paoli acknowledges this viewpoint, and goes further to explain that: *"it's a question of self-accomplishment. I think that Jacques is on top of his job in Formula 1. He has learnt to solve the problems that all men have with society, with their fellow workers, and with their nearest and dearest. Each time he's gained success within motor racing - thanks to the work he and the team have accomplished - he's been able to establish himself more and more in motor racing.*

"I think that drivers are basically unsure of themselves. I believe that they have a desire to find a little something else within themselves by driving at the limit. It's their form of perpetual self-seeking. The higher the standard of the sport in which they're competing, the harder it is for them to reach that limit. Every driver is seeking to find his limit each time he drives. Jacques has spent some time in the sport, but now he's close to reaching that final goal. When he first started racing, he was unsure of himself, uncertain whether he would make the grade. You could say that it was touch and go to start ofF with. But now he's an accepted member of the establishment, and a well-respected and competitive member at that. Thanks to his obvious competitivity and success on the track, he's one of the crowd now. You only have to see him wandering around the paddock. No matter who it is or of which nationality, Jacques is recognised for the man that he is. He's part of motor racing. He's at home and accepted now. It's his business and his sport, he's made it and from now on, his life is marked out." □

TOLEMAN MAKES PROGRESS

The Toleman team needed a new car and was conscious of that fact. It was promised for the Spanish Grand Prix and was driven at Jarama by Derek Warwick. Brian Henton's Toleman was his old chassis, but it had been modified since the Monaco Grand Prix. The improvements made to the new Toleman were immediately obvious, although currently insufficient to get the car onto the grid. But it's clearly too new. The team hopes that the British Grand Prix at Silverstone will mark the car's first real event, when it will have been thoroughly tested and developed.

by Giorgio PIOLA

The Toleman team went to Monaco virtually certain that neither car would do any more than try to pre-qualify. Sure enough, that's just what happened, but the team was concentrating on Jarama as considerable modifications were to be made in the three week gap between Monaco and Jarama.

The two cars taken to Spain were in very different specifications. Warwick's new car had a revised chassis, particularly the rear pontoons on either side of the engine which were completely different to the previous versions. These were redesigned so that a new intercooling system could be utilised.

Theoretically, this new system should have been supplied by Bayer of West Germany, but the firm had been unable to deliver in time, so the Toleman men had made up their own system, although not without some difficulty.

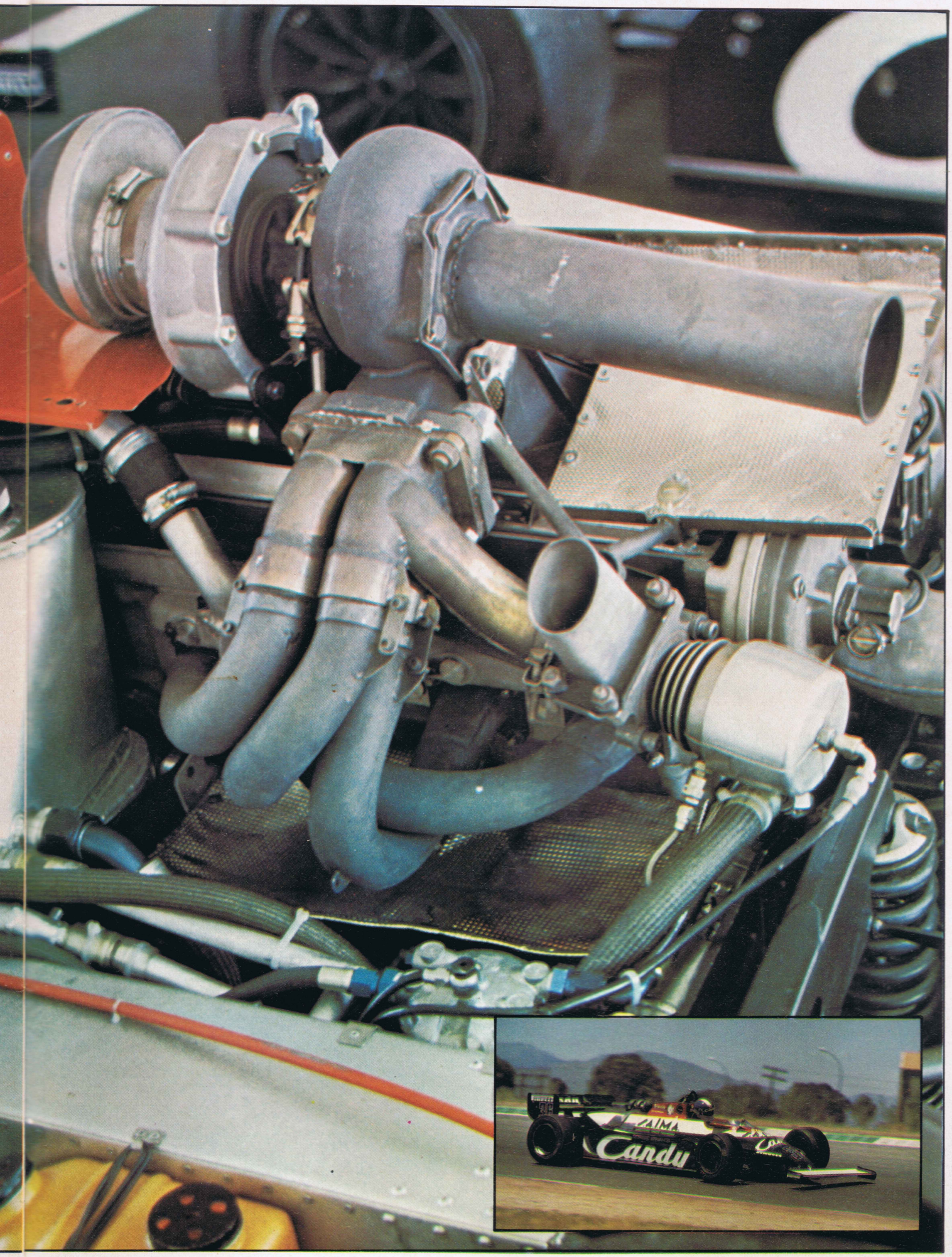
The new car with its new intercooling system looked much cleaner aerodynamically than the older chassis which was also fitted with a modified intercooling system. Designer Rory Byrne explained that the new system is completely independent of the normal engine cooling. There are two interlinked radiators in the side pods on either side of the chassis. The normal oil and water cooling radiators are mounted above the intercooling units.

The system worked with considerable success, for in spite of temperatures in the 90s at Jarama, air for the turbos was maintained at a satisfactorily low level which was an accomplishment in itself.

The front of the car had also been slightly modified. But Byrne pointed out that there is still more work to be done to improve the car. It's overweight, but the team is now working to pare some pounds off it and also to tidy it up aerodynamically. The final version of the TG 181 should make its debut at Silverstone. It will incorporate a number of aerodynamic changes to the bodywork.

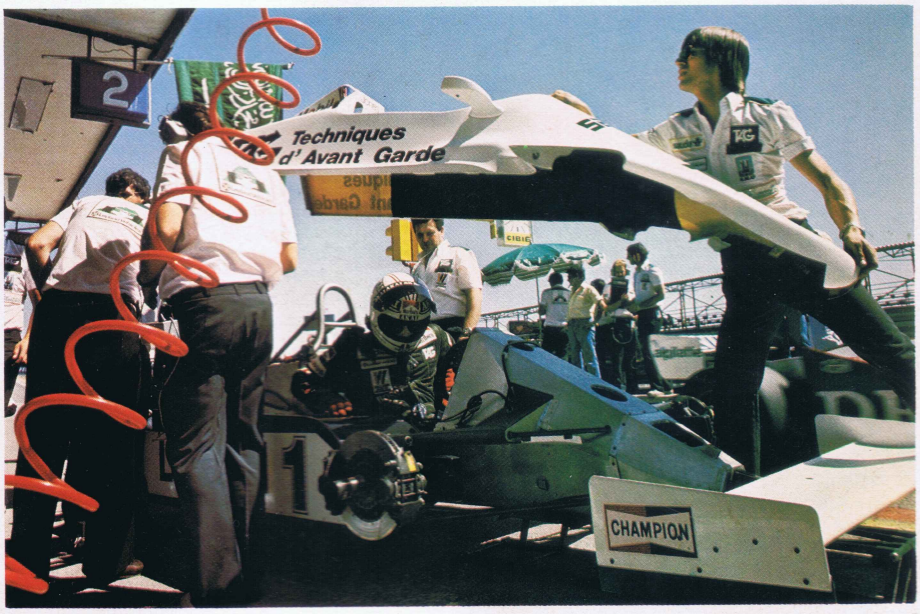
Between now and then, the team may try a hydro-pneumatic suspension system at Dijon. This had already been built up before the Spanish Grand Prix, but Byrne decided to leave it behind at the factory as it had not been sufficiently tested, and he didn't want to run the risk of it working inefficiently. As the team is still very much in its Formula 1 infancy, there are more than enough problems without adding another. □

Toleman said they'd have a modified car at Jarama, and they were true to their word. The main difference to the former model was that the rear end had been modified. This was mainly due to the adoption of a new intercooling system. The two pontoons on either side of the engine had also been redesigned. The intercooling system consisted of water radiators and cooling that was completely independent of the engine's cooling system.


Candy

CHAMPION
FLY saudi

WHY WILLIAMS LOST



Alan Jones : last year's winner, when he claimed nine fictitious points. This year, nine real points appeared to be within his grasp, until he spun. Another O on the Australian's score card

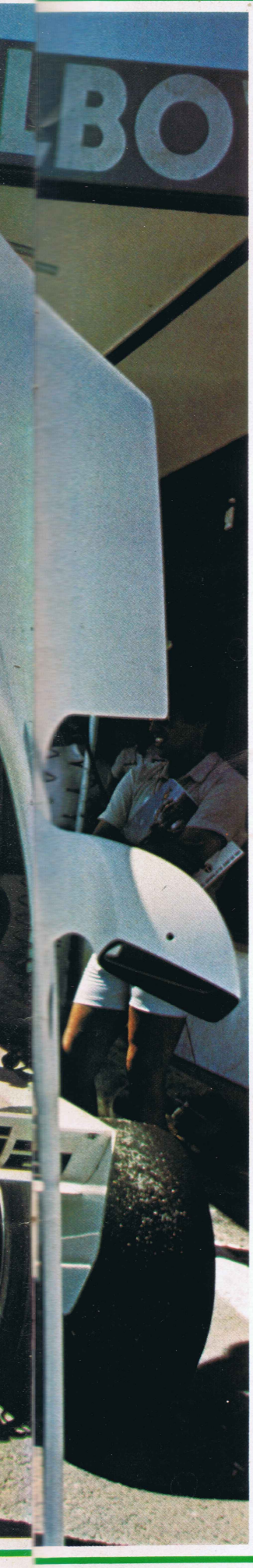
The Spanish Grand Prix was less a story of how Ferrari won, more one of how Williams lost. After all, during the early stages, Alan Jones pulled away from the rest of the field in the most dominating fashion, and Carlos Reutemann was right behind Villeneuve in third place. Yet from this strong position, neither Alan nor Carlos salvaged more than seventh and fourth places respectively. It was a disappointing race for Frank Williams's team, for whom mistakes and mechanical imperfection were a thing of the past.

by Mike DOODSON

One hour after the race morning warm-up session at Jarama - with ninety minutes still to go before the start of the Spanish GP - it would have been possible to walk past the TAG-Williams pit without spotting anything untoward. Gathered around world champion Alan Jones' number 1 car, a couple of men were taking a close look at the engine, and a mechanic was adjusting part of the left front wheel assembly. But there were no sudden, sharp movements, no raised voices, certainly nothing to suggest that there was anything to ruffle the calmness which typically reigns over this British team. Not even the Union Jack and the Saudi flags, carefully mounted under the pit gantry, so much as fluttered in the heavy heat of a Spanish afternoon.

But things were not as perfectly pre-arranged as they might have been imagined. The two men looking at the engine were chief Williams mechanic Allan Challis and Cosworth representative Dick Scammell, and a close observer would have noticed that they had taken the throttle linkage completely apart. Shafts, ball bearings, springs and clips lay everywhere. For Jones had almost gone off the road during the morning session when the throttle stuck open briefly. *"We are just changing the cross-shaft,"* explained Scammell, reassuringly, *"it seems to have developed too much freeplay."* While another mechanic bustled off to the transporter to get the necessary spare part, the mechanic kneeling by the front wheel called out. Wayne Eckersley, Jones' personal mechanic, had spotted that the brake bleed nipple had cross-threaded itself in the caliper. *"It felt as though there was something wrong when I was tightening it,"* said Wayne. And he prepared to replace the entire caliper, though he carefully set aside the four brake pads, which had been bedded-in during the warm-up, in order to guarantee that Jones would have perfect braking when he hit the pedal for the right-handed Nuvolari corner immediately after the start of the race.

In the Williams motorhome, meanwhile the two leaders of the world championship were trying to relax in their own different ways.



Carlos Reutemann : he wanted to win a race that he expected to be long and hard. If Villeneuve's Ferrari had retired, then it would have been a wise choice. But Villeneuve stayed in front, and Carlos had gearbox trouble

Alan Jones was having a joke at the expense of his friends. Carlos Reutemann was casting his silent gaze out of the window, the stare that sees everything but recognises nothing. In a few hours' time, there was a good chance that one or the other of them would have a good idea of whether the world championship was his for the taking. For the Spanish GP promised to be a decisive race for the two drivers, and though neither of them referred to their feelings, each was wondering how best he could plot the downfall of the other.

For the first time in three races, Patrick Head was back at a race. The team's designer is a busy man, since work is slowly progressing on the six-wheeled car that will be unveiled on an astonished world at the end of the year, and he has been spending a lot of time in the factory recently. Frank Williams has got his team so well organised that it can operate perfectly well without Head's personal attendance, but everyone is nonetheless happy to sse him. *"The front brake? No problem for Alan, I'm sure that he won't notice any difference at all in the car's behaviour."*

The prospects for this race appeared unclouded, despite the worry lines what spread permanently across Frank's brow under the famous green eyeshade. Jacques Laffite may have been on pole position, but it's common knowledge that his team has been giving him a special "high-rev" version of the Matra engine, just for qualifying, and it seemed most unlikely that he would be able to repeat practice form in the race itself.

And the turbo challenge? Well, the morning had been overcast, and the ambient temperature was lower than it had been the previous afternoon. But with less than an hour to go before the race, the clouds rolled back and the sun grilled the tarmac until it threatened to stick to one's shoes. Under these conditions, surely, the turbocars would lose all their power advantage...

For a while, during the race, that indeed seemed to be the case. Laffite had his foot on the brake when the starting light went green, missing his start badly, and Jones - with Reutemann inches behind him - had seized the lead. The two Williams completed the first lap of the Spanish GP in fine style, back in the old one-two. Villeneuve lay third, but their regular rival, Nelson Piquet, languished in eighth place, blocked behind a pair of Alfas, Prost's turbo-Renault (its nose all askew after a first-corner brush with Villeneuve) and the promising Marlboro MP4 of John Watson.

Even when Villeneuve moved against Reutemann second time into Nuvolari, outbraking him despite the extra weight of fuel in his Ferrari, there was no apparent need for Frank to worry about his men. If anything, the presence of the Ferrari was a godsend, for at least it kept his battling twosome apart from each other, in a position where they would not come into the sort of physical contact which had eliminated Jones at Imola.

A dozen laps later, however, the Williams team no longer commanded the Spanish GP. A cloud of dust at the last tight righthander attracted the attention of a mechanic, and suddenly the men in green and white shirts were straining their necks behind them to spot who it was that had gone off the road. It was Jones! And though the Australian was helped back into the race, by then his chance had completely gone, for he lay in an ignominious 16th position.

Almost as disappointing, Reutemann was making no impression at all on Villeneuve, despite some lurid driving by the Canadian. And by half distance, with Laffite pressing him from behind, Watson was making progress in third place, inching closer to Reutemann lap by lap, building up to the fantastic five-car climax that was to make the Spanish GP so memorable. For Carlos, however, a combination of gearbox trouble and a backmarker's hesitation cost him the difference between 2nd and 4th places...

For Frank Williams, however, this race was destined to be one that he will remember for all the wrong reasons. With a day in which to consider what happened, he was disappointed but implacably phlegmatic, *"Jarama wasn't a race that Villeneuve won, you know! It was a race which we lost. OK, we still have the two first places in the drivers' championship. But we have now lost an awful lot of points that we may find ourselves paying for later..."*

A man like Williams rarely looks back on a race like Jarama in emotional terms. A race is a race, and while a victory may be savoured a defeat is something to be wiped off the memory. There are things to learn, of course, but most of them are in the technical department. The fuel pump that overheats in hot weather, the electrical part which shorts out when it rains: a part is redesigned or relocated and the failure is recorded in the files, together with the gear ratios and the wing settings, in readiness for the next time that circuit comes up on the schedule.

Drivers' mistakes are perhaps less easy to accept, especially when - like Jones' at Jarama - they're made by a man who prides himself on being the world's champion, at a stage in the race when he had a big advantage over his pursuers, and a clear road ahead of him.

"Alan was very straightforward," says Frank. *"He said that he went in to the corner too deep, locked up his brakes and went off. He admitted that it was entirely his fault, he was very nice about it, and he apologised. But that was the only explanation. He was pulling away from Villeneuve at the time at the rate of about three quarters of a second per lap, and he admits that he felt very comfortable in the car. He had no problems with the engine and none with the brakes, so I don't believe that the troubles from the warm-up could possibly have affected his driving. He lost second gear later in the race, but I don't think that would have made any difference, because by that time he would have had an enormous lead over Villeneuve...*

"Carlos? Well, Carlos made an error, I think. He admits that he was completely taken by surprise when Gilles came past him at the end of the straight on the second lap, he just didn't expect it. Perhaps he shouldn't have just sat there behind Gilles for 20 laps, thinking that he would be able to get past again. He did get level, twice, with Gilles, when the Ferrari slid sideways... but by then he'd started to have trouble with his gearbox, and on both occasion it fell out of third gear. To some extent, we let him down a little bit."

Gearboxes, of course, are not a new problem for the Williams team. Like all the Cosworth users, and others, they haven't been able to come up with a solution that enables them to avoid Hewland as a supplier. And, as Mike Hewland loves to explain, his gearboxes were not designed for Formula 1, *"they're just bought by people who want to use them in F1."*

Frank admits that something will have to be done about the team's transmissions. *"Alan complains about his gearbox more than Carlos does. The gearchange grates, the shift isn't as smooth as either of them would like... and when you're under pressure in a Grand Prix, and the gearbox is on your mind, you tend to make mistakes a bit."*

The advantage of reliability that the Williams drivers have enjoyed in the early part of this year is disappearing rapidly as strong teams like Ferrari, Brabham - and now Talbot and Lotus - begin to familiarise themselves with their new cars. *"But there's quite a bit of life in the old girl yet,"* says Frank of the FW07. *"If you look at the last few races, you'll see: I mean, they stroked away at Imola, Alan would have won easily if he hadn't collided with his team mate, and at Zolder he was driving away from everyone when he went off. At Monaco, we let him down, but at Jarama he was the responsible party. So there's not much wrong with the 07, and that's being realistic, not cocky or conceited or complacent."* □

PROST *Scriptum*

I didn't arrive at Jarama in the best of health. My neck hurt quite a lot following an accident I had had at Dijon the week before the Spanish Grand Prix while I was testing. A wheel came off and the car was destroyed, also to the detriment of a vertebra in my neck.

That's not the only headache I get these days. I get one each time I think of the Spanish Grand Prix. I have to go back over that race, if only to jot down these few lines.

The reason I get a headache is because I get very frustrated when I think about that race.

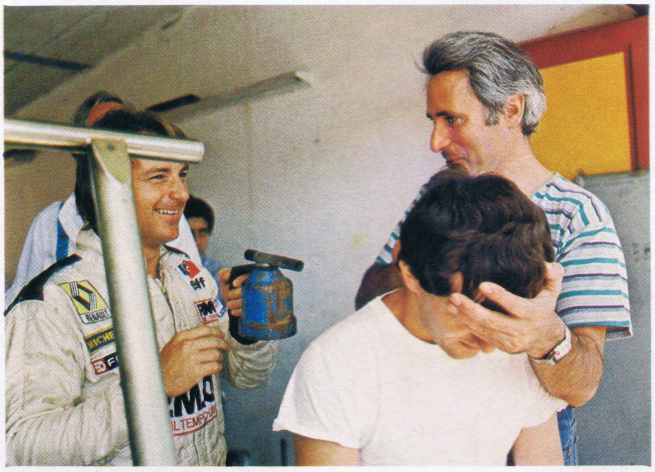
I should have won, that's why. I'm absolutely certain that I could have won that race. Maybe Alan Jones and Jacques Laffite have reason to say the same thing. Alan had pulled out quite a lead when he made his mistake. Jacques certainly had the car with which to win, but he had to get the jump on Gilles at the start to do so!

For those two as for me - and I'm talking mainly about me - it was one of those races which we lost. It's rather as it was at Monaco, there are a number of people who say that they could have won. Yet on both occasions, it's been the same driver who has won: Gilles Villeneuve, and each time people have said that he's been lucky. But he has more than a little to do with his own luck. While I'm talking about Gilles, his win in Spain was of some use to us. It may have been detrimental to Jones and Reutemann, but it does mean that our chances in the championship aren't entirely hopeless.

I should have won the Spanish Grand Prix, as I've said, because I was one of the few drivers capable of worrying Villeneuve. It wasn't just by chance that all those cars were bunched up behind him at the end. His lap times weren't that good, but no one could pass him. There's only one real passing place at Jarama, and that's at the end of the straight. But thanks to his turbo engine, he was always a few yards in front of his pursuers when he reached the first corner. I can just imagine how furious Reutemann and Jacques must have been, held up by the Ferrari around the twisty bits, only for it to take off like a rocket down the straight.

But it wouldn't have pulled away from me, because I, too, was driving a turbocar. I would have been able to keep up with it down the straight and would have been able to mount an attack on the Ferrari. It could have been decisive.

I certainly had the right car for the job. I was in third place, three seconds behind Gilles when I retired. And that was with a front wing bent at the very first corner. But I'm used to that. I've only had two trouble-free first laps this season: in Brazil and Argentina. I'm a bit fed up with things happening in batches. I've had a batch of first lap problems, and now we seem to be going through batch of wins by turbocars. Unfortunately, they're red turbocars and not yellow and black.



Even though the front wing was bent, I still managed to be competitive. And if I'd had some downforce from my front wing, allowing the front tyres to grip properly, I would surely have been even quicker.

I knew that I was in with a chance. During Sunday morning's warm-up, my RE30 was fantastic. We'd spent the weekend setting up the car as well as we could - you'll have to excuse me if I don't give you the exact details - and I was pleased with the car. I'd say that the car was pretty good. In fact I was very pleased, it was going really well. In a single lap, I set the third fastest time of the final practice session, only a tenth slower than Jacques Laffite. I was sure that he would be no problem in the race.

Last year I found myself up against Jacques in Canada. I overtook him during the race, which was one of my best. The reaction of some of the more snobbish of the French journalists was really incredible. They were very shocked. One wrote, in his flowery style, that I was "in the process of assassinating my father!" You'll have to allow for a certain amount of French imagery in your interpretation.

Well, in Jarama, using the same imagery, I was ready to assassinate my father. As things turned out, Jacques didn't need my help in losing virtually all the advantage gained from his pole position. As it happened, it was that bent front wing which caught me out. Without it, the front didn't have as much grip as usual, and I locked up the brakes and slid off into my sand which is where my Renault remained. I'm sorry that I was unable to stir up the end of the race just that little bit more. But usually from things bad comes a little good. I can assure you that at Dijon, the first five cars won't be covered by just over a second as they were in Spain. Because I'm going to be a minute ahead of all of them. I just have to keep telling myself this, because if I do so often enough, it just might turn out to be true... □

OK ALAN?

by Alan Jones

Who's fault was it that I went off the road after I had comfortably led the Spanish Grand Prix for 13 laps? It was mine! I went into the last right hand corner too deep, locked up the right front wheel, and simply ran off the road. There was no one pressing me, I had already set fastest lap of the race, and another GP should have been in my pocket.

A driver has to look inside himself after a mistake like that in order to reassure himself about the causes. Obviously, this is necessary if the same thing is not going to happen again. The explanation I gave myself for the Jarama error was that I momentarily lost concentration.

But I can think of some of my rivals who would get themselves all knotted up in some sort of philosophical self-interrogation. I'm not like that. Naturally, I thought of a couple of things which might have contributed to the incident. Maybe there was a patch of oil on the road. Possibly the car was handling differently because the crew had been forced to change a brake caliper after the morning warm-up. However, I had more than enough in reserve to avoid any serious consequences arising from either of those factors.

Perhaps it does a driver good to be reminded that he's not infallible. It's a quality which I could never claim for myself, indeed the world would be dreadfully boring place if it was inhabited by infallible people. In a way, therefore, I sincerely hope that the memory of skating ignominiously off the road - and throwing away a certain nine points in the world championship - will remain fixed in my mind for a long time to come... and help me to avoid any similar nonsenses later this year.

If there is anything pleasing for me about the Spanish GP, it is the sure and safe knowledge that I'm not the only one to have had a spot of brain fade. I understand that my Brazilian friend managed to do it not once, but twice. No doubt, as a Latin, he's feeling at least twice as bad about it as I did...

You will have heard by now that Goodyear is coming back into Grand Prix racing after an absence of several month. Given their support for so many other forms of motor sport, it always seemed logical that Goodyear should return. When I heard the news from Frank Willians just after the Monaco Grand Prix, I was obviously delighted to know that they would be servicing our team. I'm not so happy, of course, that they will also be looking after Brabham, but at least it should ensure an evenly-balanced fight between us for the rest of the year.

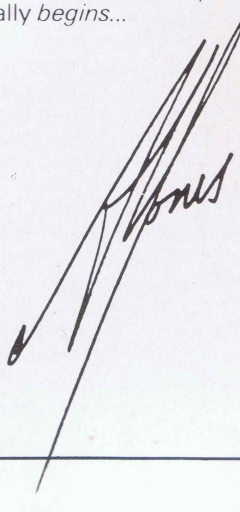
By the time you read this, I shall already have started tests with Goodyear at Silverstone in readiness for the French and (more particularly) the British Grand Prix. It will be good to see old faces and to renew old acquaintanceships. I just hope that all the boys in Akron have been making good use of their time while they have been on their 'holiday'... With only two teams to look after, Goodyear will be in much the same position as Michelin was when they entered F1 in 1977. The Americans have been good friends to GP racing for many years, especially during the three or four seasons when there was no one else to supply the cars with rubber.

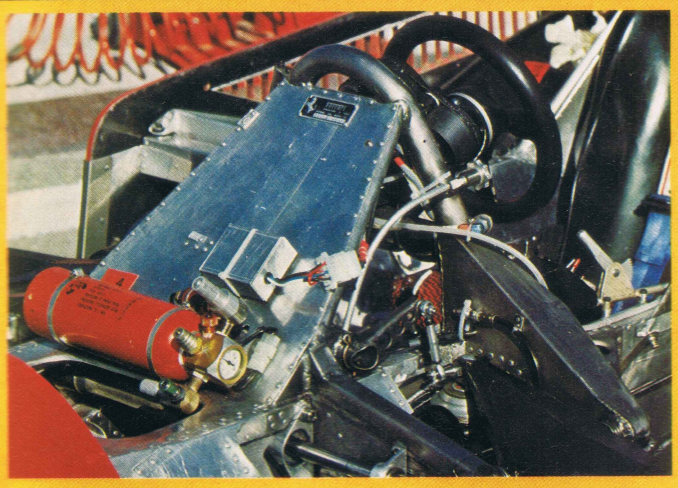
I am sure that the return of Goodyear will force Michelin to produce some much softer tyres than the 'control' product that we have been using this year. Because our lighter and better handling Saudia Leylands have been running on exactly the same specification of Michelin tyre as the Ferraris, for example, it is logical to assume that we could be even more competitive on softer rubber because we will not make such great demands on the tyres. Ferrari, on the other hand, could find themselves in trouble if they try to do the same thing. We shall have to wait and see.

Now that the association between Michelin and Williams is finished, however, I would like to say a big thank-you to our friends in Clermont Ferrand (never could learn to pronounce that name!) for everything that they did to keep us going during the difficult first half of the 1981 season.

Although we never did any testing with Michelin, their tyres were always well-made and consistent. The company's policy was to be fair with everyone. I hope that their participation has paid off paid off for them.

Maybe this is the point in the 1981 season where the battle for the world championship really begins... □





FERRARI SEFAC

Ferrari 126 C/052:
Gilles Villeneuve (CDN)
Ferrari 126 C/053:
Didier Pironi (F)
Ferrari 126 C/050:
spare.

Pironi had a new and recently constructed chassis which was modified at the front and, similar to that first used by Villeneuve at Imola. The modified part was of titanium instead of the normal cast metal. This new monocoque differed from 052 as used by Villeneuve, while another is being completed at Maranello.

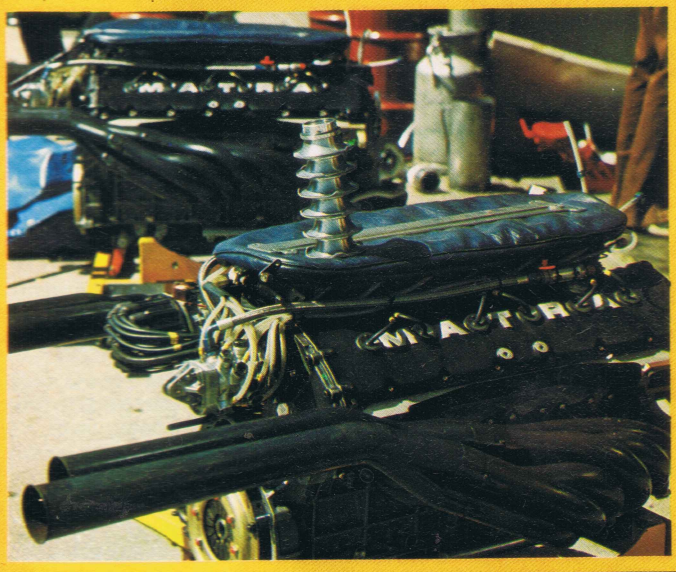
The team had reverted to a single air bottle to operate the hydro-pneumatic suspension. This is mounted in the left hand side pod and was protected from the heat of the side radiators by a plastic casing. Once again, the front and rear cylinders linked to the combined shock absorbers/springs were of different capacities. The spare was in a different set-up to the two race cars, and only Villeneuve used it on the Friday. The Canadian wasn't at all pleased with his own car's handling, despite his seventh fastest time. The team had a recurrence of the turbo troubles which were thankfully avoided at both Belgium and Monaco. Pironi had no less than three turbos break on him, and suffered clutch trouble which set him back in 13th place on the grid. When Jones made his mistake, Villeneuve found himself in the lead, and was challenged all the way to the chequered flag, wringing the best from his powerful engine, and using it to good effect to compensate for his car's poor handling in corners. Pironi damaged his front wing at the first corner, and then spun when his accelerator jammed open. He pitted to have both rectified and finished a distant 15th, even lower than his grid position.

TALBOT GITANES

Ligier-Matra JS 17/04:
Jacques Laffite (F)
Ligier-Matra JS 17/03:
Jean-Pierre Jabouille (F)
Ligier-Matra JS 17/02:
spare.

The Talbot Ligier team was again a force to be reckoned with at Jarama, not because there was a great deal new on the cars, but because the team had been working hard on some of the smaller details which had then been tested at Dijon. For a start, the rev limit of the 12 cylinder Matra engine had been raised to 12,800 rpm. The team had also tried a number of different skirts of various materials after they'd given trouble at Monaco, and various different front and rear wing set-ups had been tested.

Laffite had a brand new and slightly modified chassis at his disposal in Spain: it had a new type of roll-over bar for instance. The Talbot team's hydro-pneumatic suspension is one of its greatest assets, for it doesn't cause any problems, and as well as lowering the car, it also diminishes the car's roll and 'porpoising.' Laffite's main complaints on Friday centred around oversteer and bottoming, and his engine wouldn't pull properly because of an eletrical problem. Jabouille found traffic a problem and had a number of stops for adjustments. It was no better the next day and Jean-Pierre started from the tenth row of the grid. But Laffite claimed his third pole position in the Spanish Grand Prix, the only driver to get below 1m 14s. But pole position was useless to him when the clutch began to engage and he had to brake, just when the green light came on. Then he found himself boxed in and was only 11th on the first lap. But Laffite was his old attacking self, and climbed back up through the field to mount a tremendous challenge on Villeneuve, but he had to settle for second place. Jabouille stopped to change tyres and then his brakes gave trouble which is why he retired.

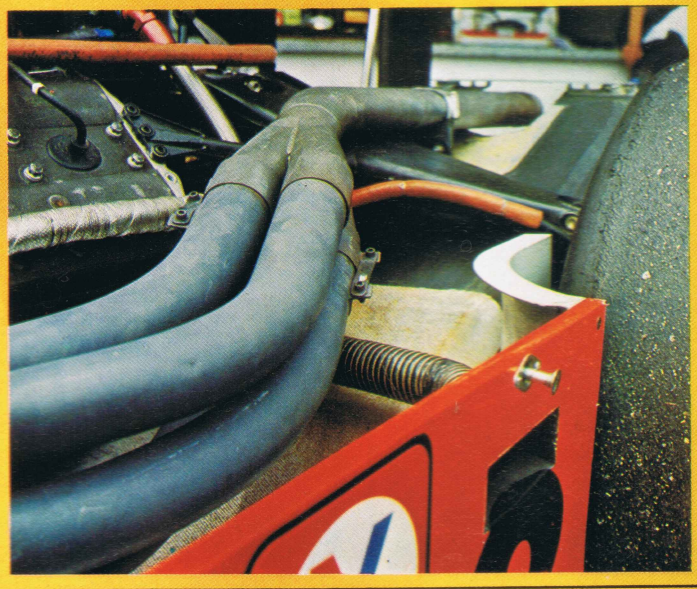


MARLBORO MCLAREN

Marlboro-Ford MP 4/2:
John Watson (GB)
Marlboro-Ford MP 4/1:
Andrea de Cesaris (I)

The MP4s have been making steady progress since they first appeared, and Jarama was no exception. Both cars were fitted with new skirts tested by de Cesaris at Silverstone, and also new air scoops in the side pods in front of the rear wheels in order to cool the rear suspension. Much work had gone into the hydro-pneumatic suspension worked manually by the drivers by a button on the left of the cockpit and which worked perfectly.

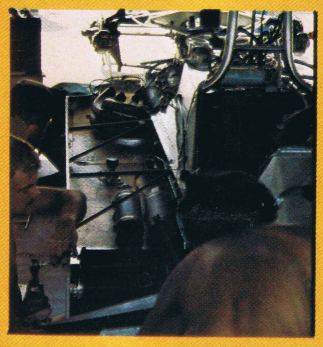
The English-based team had spent a lot of time making spare parts but the cars should be considerable modified as from the British Grand Prix as part of a development programme. Watson started official practice late because of a broken engine which had to be changed, while de Cesaris went off at the end of the straight when he braked too late. There was no point in him trying to improve in the uncompetitive spare M29. The Italian went off the track again on the tenth lap of the race, while Watson had a superb race, pushed all the way by Laffite. Although the Frenchman managed to get past him when he was trying to lap a slowing Jabouille, he managed to overtake Reutemann when the Argentine was held up lapping Salazar. He finished in third place, right behind Laffite, earning a place on rostrum; he expects to do the same during the next Grands Prix too.



SAUDIA LEYLAND WILLIAMS

Williams-Ford FW 07B/15:
Alan Jones (AUS)
Williams-Ford FW 07B/12:
Carlos Reutemann (RA)
Williams-Ford FW 07B/14:
spare.

The only novelty on the Williams was a new system of variable ground clearance which was again hydro-pneumatic rather than mechanical. Patrick Head explained that this system could raise and lower the car 15 times without having to change the air bottle by which it was activated.
Reutemann had to use the spare car on Friday because of clutch trouble while Jones needed a new engine at the end of practice and another one after Saturday morning's unofficial session. Despite starting the afternoon's official session 15 minutes late, he still set second fastest time in spite of being unhappy with his car's handling. Reutemann wasn't too happy with his car either, especially on full tanks.
Despite these apparent handicaps, both cars performed excellently. Jones led the race for the first 13 laps, pulling away from the rest until he spun but setting fastest lap early in the race, and then climbing back up to seventh place. Reutemann tried to challenge Villeneuve but lost third gear on occasions. He lost out to Laffite and Watson who both got past him, but he still finished a very close fourth.



RAGNO BETA ARROWS

Arrows-Ford A3/5:
Riccardo Patrese (I)
Arrows-Ford A3/6:
Siegfried Stohr (I)
Arrows-Ford A3/2:
spare.

The Arrows were as at Monaco, and Dave Wass had sent his assistant along to represent him as he remained at home to work on the new car which should make its debut either at Silverstone or at Hochenheim. There should be new suspension on the A3s at Dijon, and also a more compact gearbox. Patrese tried hard to set up his car during practice and tried many different configurations but finally reverted to the original, improving only fractionally which wasn't very satisfying. During the race, his engine broke. Stohr went off the track during practice after tangling with Borgudd and started from the 12th row of the grid, but retired when he felt his engine weakening.

PARMALAT BRABHAM

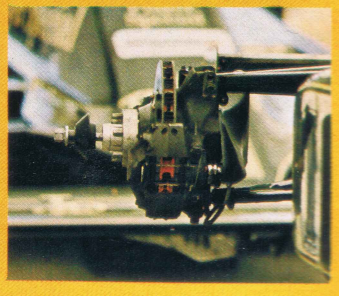
Brabham-Ford BT 49/11:
Nelson Piquet (BR)
Brabham-Ford BT 49/12:
Hector Rebaque (MEX)
Brabham-Ford BT 49/09:
spare.

The Brabham team had moved the adjustment for the hydro-pneumatic suspension system from the right hand side near the gear lever to the left of the steering wheel. Furthermore, there was an inspection system for the cars' ground clearance through flaps on the top of the side pod when the cars were stationary in the pits. However, the carbon fibre brakes tested at Zolder and Monaco had been abandoned.
Practice proved to be most troublesome for the Brabham team, particularly Nelson Piquet whose car would either be good in the fast corners and dreadful in the slow ones, or vice versa. On Saturday, after practice, his car was found to be five kilos too light, but once oil and water had been added (to the brim in both cases), it came up to the weight limit. But the Brabhams weren't in the hunt: Piquet was only ninth on the grid and Rebaque was a lowly 18th.
During the race, Piquet tried to pass Andretti and collided with the American's Alfa: both cars took to the sand. Piquet restarted but went off again for good shortly after. Rebaque retired on the 45th lap with a broken gearbox.

ESSEX LOTUS JPS

Lotus-Ford 87/2:
Elio de Angelis (I)
Lotus-Ford 87/1:
Nigel Mansell (GB)
Lotus-Ford 81/2:
De Angelis's spare

The Lotus team's excellent performance at Monaco perhaps misled them into thinking that the narrow side pods on the 87 were sufficient for other races. The front track had been widened on both cars and de Angelis had tested the set-up at Brands Hatch and found it to be satisfactory. However, both drivers complained of poor road-holding at Jarama, laying the blame on insufficient downforce. The Lotus 87 side pods are 20 cms narrower than on the other cars, and this could have resulted in the lack of downforce, especially on a circuit like Jarama. As they didn't have any other side pods, the team's mechanics tried to widen the tracks of the 87s even more by using spacers attached to the uprights. The front wings were also bigger than on most other cars. New and larger side pods will probably be used at Dijon, while Chapman has promised that his B version of the 88, now deemed legal by the RAC, will make its debut at Silverstone.
De Angelis went off the road on Saturday, but was lucky to get away with only a crumpled front wing.
Mansell was delayed at the start but climbed back up to sixth place, while de Angelis joined the battling bunch at the front and finished at the tail end of them in fifth place, so both Lotus cars gained points.



RENAULT ELF

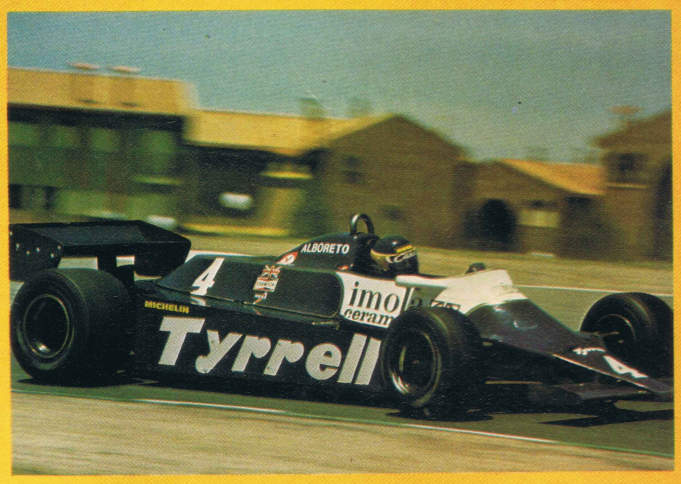
Renault RE 33:
René Arnoux (F)
Renault RE 32:
Alain Prost (F)
Renault RE 26 B:
spare.

Renault brought two new RE 30s to Jarama. Chassis 31, which had been damaged at Monaco, still hadn't been rebuilt, while RE 30 was crashed heavily by Prost at Dijon when a wheel broke and was completely destroyed. So Arnoux had a completely new car, RE 33, which hadn't even turned a wheel before Spain. René had a lot of trouble with its road-holding, because it undesteered badly. Furthermore, a succession of broken turbos cost him a lot of time: one on the Friday, another the next day and when he took to the spare car, the turbo broke in that too. He only did four laps. However Prost was much happier despite one or two bruises from his Dijon excursion. He obviously didn't feel too bad because he was nearly as quick as Laffite on the Friday and then set fourth fastest time in official practice even though the accelerator kept sticking.
During the race, Prost hit Villeneuve's Ferrari at the first corner which bent his front wing, but he continued only to lock up his brakes because of the lack of frontal downforce. He slid into the sand and was unable to restart. Arnoux finished ninth between the two Alfa Romeos.

DENIM OSELLA

Osella-Ford A1/05:
Beppe Gabbiani (I)
Osella-Ford A1/04:
Giorgio Francia (I)

Osella had made a number of changes to the cars: there was a new front wing, revised side pods and an improved suspension system which the driver could lock in the 'down' position. At Dijon, the system will no longer depend on the aerodynamic downforce, as on the majority of cars currently. A new chassis, a monocoque without the tubular framework of the A1, is currently being built in Italy. Giorgio Francia, the team's stalwart sports car driver, made his second attempt to qualify for a Grand Prix, but as in his first attempt, he had to give his car to the number one driver. Gabbiani's car lost a wheel on Saturday morning and was too badly damaged for Beppe to use it in the afternoon, so he took over Francia's, but neither of them qualified.



TYRRELL

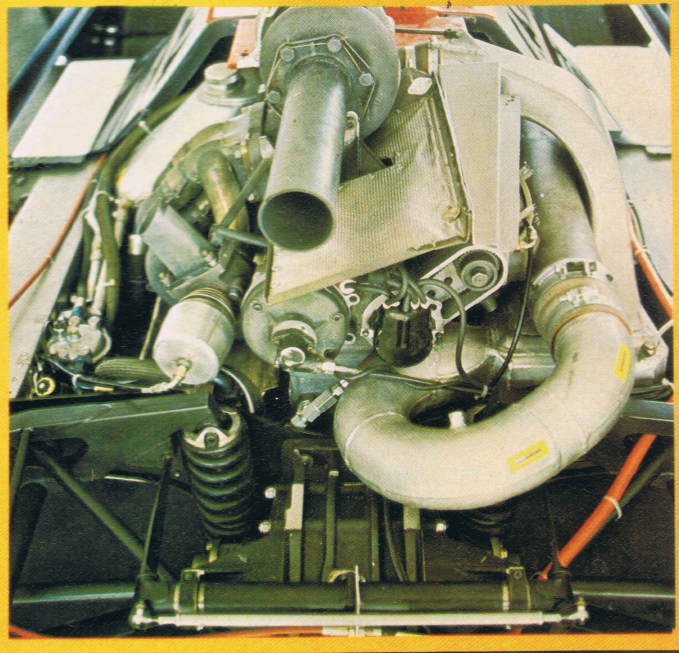
Tyrrell-Ford 010/3-5:
Eddie Cheever (USA)
Tyrrell-Ford 010/1:
Michele Alboreto (I)
Tyrrell-Ford 010/2:
spare.

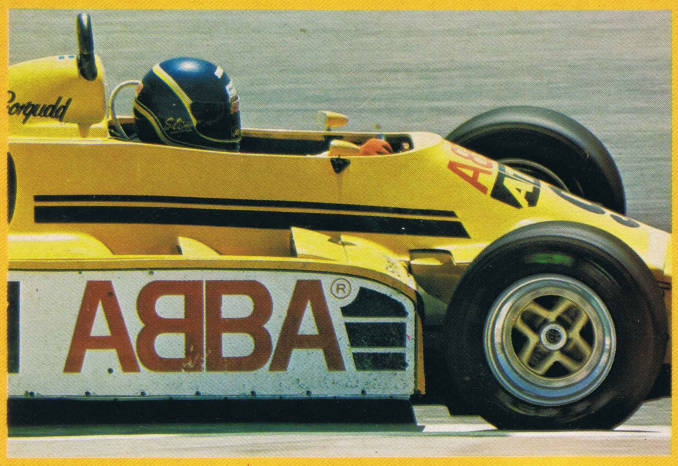
The Tyrrell 010 is now a car of the past, and the team is waiting with impatience for the new car currently being designed by Maurice Philippe who remained in England to work on it. The new car is expected to have a particularly rigid chassis. At Jarama, the old Tyrrells were practically undriveable. Alboreto didn't qualify, and Cheever was badly held up when the accelerator pedal broke on the 13th lap and he finally finished 18 laps behind the winner.

CANDY TOLEMAN

Toleman-Hart TG 181/2:
Brian Henton (GB)
Toleman-Hart TG 181/3:
Derek Warwick (GB)
Toleman-Hart TG 181/1:
spare.

Warwick had a new chassis incorporating a completely revised rear end for a new turbo installation and revised intercooling built up by Toleman. The car is further described in our technical article. Neither car may have qualified, but they've certainly made progress. Warwick was only half a second from qualifying whereas in Belgium the two cars were at least seven seconds too slow to make the grid. At Silverstone, a new Toleman is expected to make its debut with a new solid block engine. At Dijon the two cars should be identical, while a hydropneumatic suspension system may be tried.





ATS WHEELS

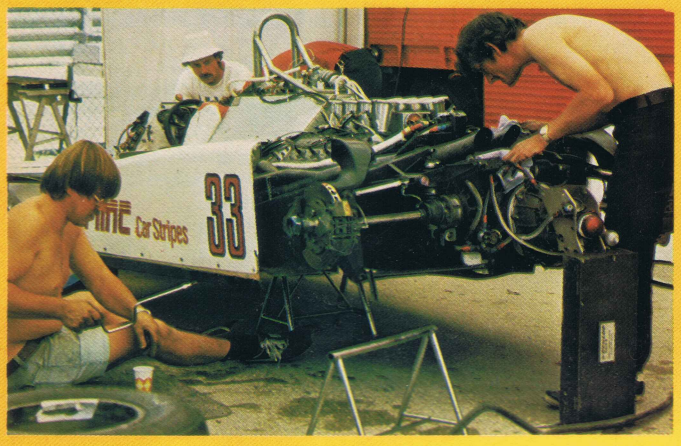
ATS-Ford HJS/1:
Slim Borgudd (S)
ATS-Ford D4/05:
spare.

ATS hadn't modified the car at all for Jarama, although a manually-operated suspension system should make its appearance at Dijon. Borgudd damaged his race car badly when he tangled with Stohr on Friday, and failed to qualify the next day.

ENSIGN

Ensign-Ford MN 180B:
Eliseo Salazar (RCH)

The Ensign has changed very little since last year, but thanks to the financial support brought to the team by Salazar, there was a hydro-pneumatic suspension system fitted to the Ensign. Perhaps this is the start of a development programme. Meanwhile, Salazar scraped onto the grid with 24th fastest time and finished his first race in the Ensign in 12th place, three laps behind winner Villeneuve.



THEODORE RACING

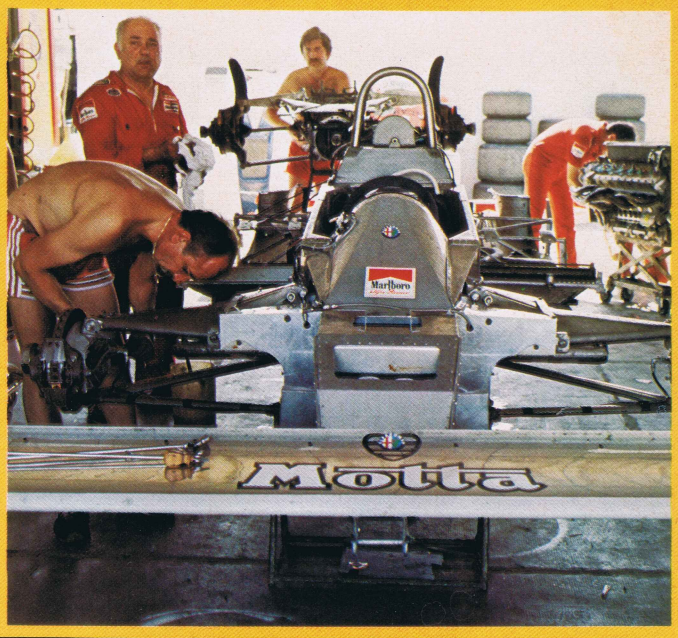
Theodore-Ford TY 01/2:
Patrick Tambay (F)
Theodore-Ford TY 01/1:
spare.

While Tambay was racing at Le Mans, Geoff Lees undertook some testing at Donington of a variable suspension system. However, Patrick had a few problems with the system at the start of practice at Jarama. New rear bodywork should make its appearance on the Theodore at Dijon. Jo Ramirez has now joined the team, replacing Dave Sims. Ramirez, of course, has recently left ATS, but he used to be Jackie Stewart's mechanic at Tyrrell. Tambay was neither the last Frenchman in practice, nor in the race. After an unspectacular practice on Friday, he improved by a second the next day and was higher on the grid than René Arnoux. He finished 13th in the race, in front of Pironi.

AUTODELTA ALFA ROMEO

Alfa Romeo 179 C/04:
Mario Andretti (USA)
Alfa Romeo 179 C/02:
Bruno Giacomelli (I)
Alfa Romeo 179 B/03:
Andretti's spare
Alfa Romeo 179 B/06:
Giacomelli's spare.

The Italian team again brought along four cars to Spain; two 1981 chassis and two older cars. Various aerodynamic modifications were in evidence, particularly to the side pods, while Andretti's new chassis had revised rear suspension. Having tried the car on the Friday, Andretti reverted to his older car which he found much more competitive. Giacomelli also preferred his older car and set his best time in the car. Andretti started very well but when he and Piquet collided, he found himself in the sand. One of the skirts was damaged in the incident and Mario could only finish eighth, while Giacomelli finished tenth. A new carbon fibre chassis should make its debut in Germany, while the team is also working on the V8 turbo engine. This will be fitted with carburettors rather than injection, as Chiti believes this will minimise turbo lag.



MARCH GRAND PRIX

March-Ford 811/04:
Derek Daly (IRL)
March-Ford 811/05:
spare.

The main changes in the team were new wing profiles in the car's side pods, and the reappearance of Adrian Reynard as race engineer, a job he did for John Macdonald's RAM Racing last year. In Robin Herd's absence, he found himself working with Gordon Coppuck. Daly went off into the catch fencing backwards on the Saturday, damaging the rear wing and the underside of the car, but at least he qualified for his first Grand Prix of the year. However, he had to pit twice to have the throttle linkage adjusted which cost him four laps, but he finished the race.

FITTIPALDI

Fittipaldi-Ford F8 C/3:
Keke Rosberg (SF)
Fittipaldi-Ford F8 C/4:
Chico Serra (BR)
Fittipaldi-Ford F8 C/2:
spare.

It may be just a coincidence, but without Avon tyres and their former designer, Harvey Postlethwaite, the Fittipaldis actually appeared to have made a little progress. The team had spent a lot of time testing Michelin tyres at Brands Hatch with the new designer, Gerry Thomas. During the first sessions, Rosberg abandoned his race car as the suspension system wasn't working correctly and took over the spare which is devoid of the system: the financial problems within the team are still hindering development. But both Rosberg and Serra qualified, the Finn on the eighth row and the Brazilian on the 11th. And they both finished the race, with Serra in eleventh place, one in front of Rosberg, much to their delight following the Monaco non-qualification.

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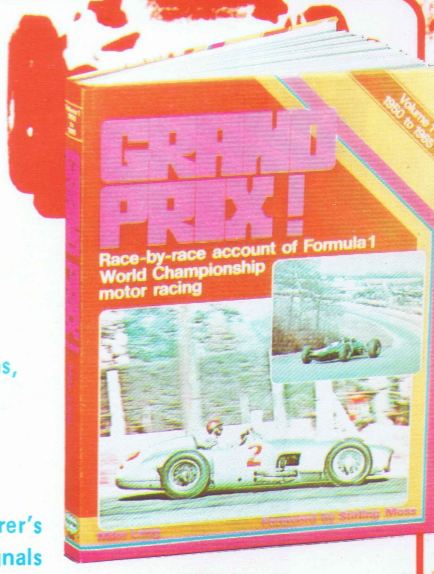

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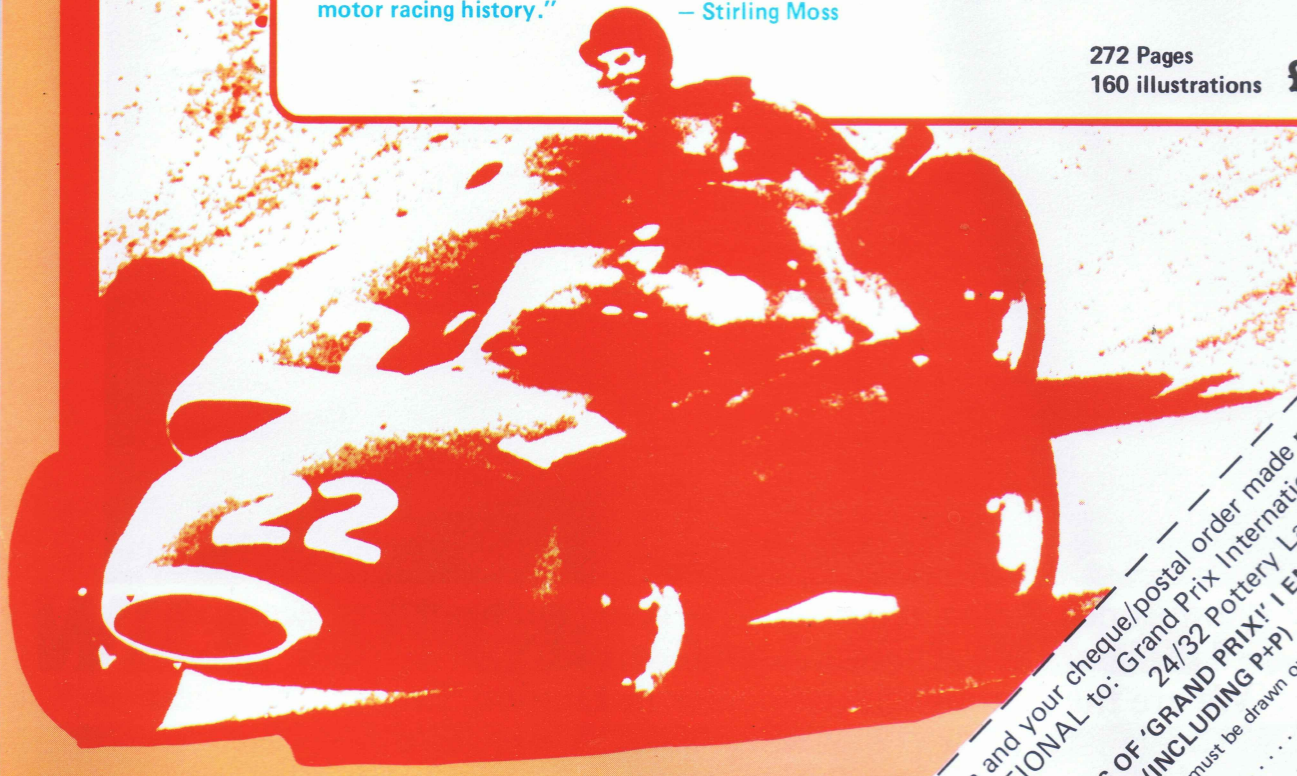

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